



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

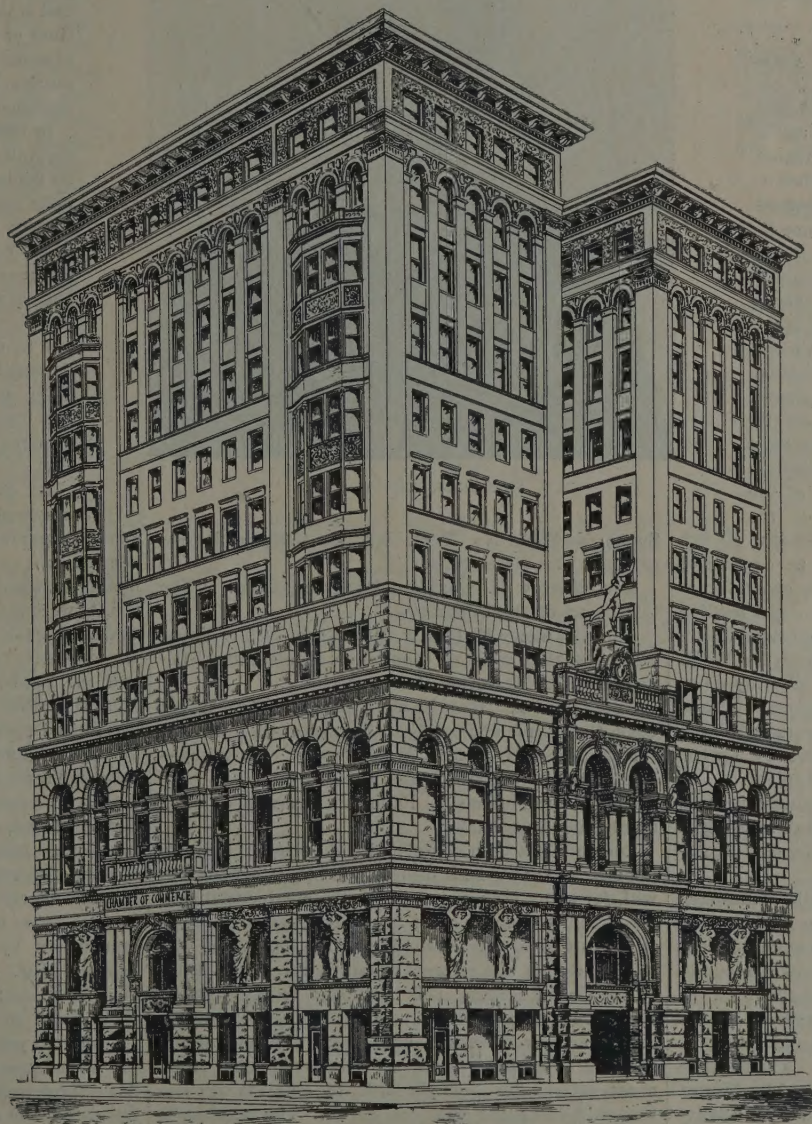
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NEW HOME OF THE DETROIT BOARD OF TRADE.

THE SPECULATOR'S FAREWELL.

[By John Barr, on leaving the wheat pit of the old Board of Trade Building, Detroit.]

Good bye, wheat pit, good bye,
This hall shall ring no more;
With shout of bear when wheat declines,
Or bull when prices soar.
Your deal is closed, your margin's gone,
And liquidation's coming on;
Your prosperous sun no longer shines;
I turn from you with many a sigh,
Good bye, wheat pit, good bye.

Good bye, wheat pit, good bye,
How oft have I defied
The figures made by T. P. Hall
To prove the bearish side,
And boldly launched my little cash
Just when the market went to smash.
I've lost on put, I've lost on call;
I always bought at prices high.
Good bye, wheat pit, good bye.

Good bye, wheat pit, good bye,
No more shall "Wabash" Jim
Let out again that awful yell
So full of bullish vim;
No more shall Mayer with tenor voice
At every eighth advance rejoice;
No more shall Craig advise to sell
When others think a boom is nigh.
Good bye, wheat pit, good bye.

Good bye, wheat pit, good bye,
Here fortunes went and came;
They always went away from me
No matter what the game.
And still the memory lingers here,
Of faces time has rendered dear,
Of forms I ne'er again shall see;
I turn from you with moistened eye;
Good bye, wheat pit, good bye.

NEW HOME OF THE DETROIT BOARD OF TRADE.

For many years the feeling had been growing in commercial circles in Detroit that one important factor much needed was a commercial building wherein the various business organizations of the city could be concentrated, and their influence in that way be unified in behalf of the varied interests represented. The Board of Trade has been in existence for nearly forty years, and all that time it has been either the sole or the leading business organization of the city and state. During these years the board has accomplished much for the general welfare of Detroit, though especially allied to the grain and produce trade. Of late years, however, other organizations have been formed representing special interests; and it was to crystallize the strength and influence of all these for the promotion of the general commercial prosperity of the city that led to the organization of the Chamber of Commerce and the erection of the beautiful building just completed at an expense of over a half million dollars, including the ground.

After many conferences and much thought relative to the wisest methods to be adopted to reach the desired end, the matter finally was taken up by Mr. W. H. Brearley and his paper, the *Detroit Evening Journal*, and by such influence the enterprise was successfully inaugurated and energetically promoted. Too much credit cannot be given Mr. Brearley for the work he accomplished in the initial movement.

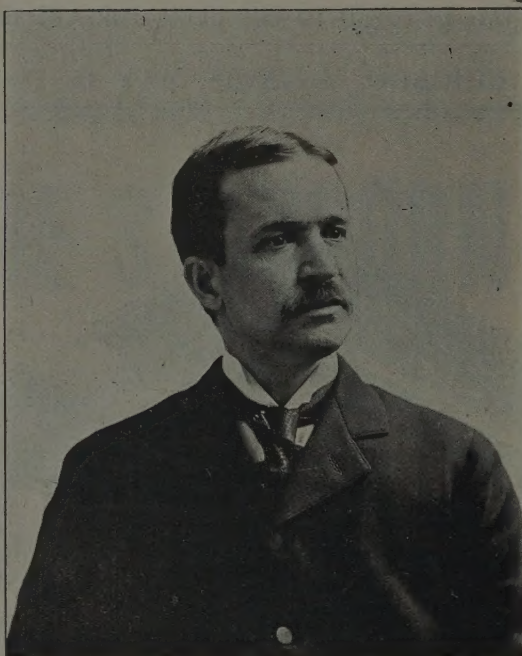
Upon Oct. 1, 1891, the preliminary committee was named, and upon Jan. 5, 1892, a general meeting of all the subscribers was held, and permanent organization was completed.

During the succeeding weeks the work of securing memberships was pushed, and at the second general meeting, held April 20, 1892, it was announced that \$100,000 had been pledged and 701 members secured. The committee on a site for the building secured the lot upon the corner of State and Griswold streets for \$118,000. The location was central and one of the best in the city for such a structure. The lot is 88 feet by 100 feet in size. Plans submitted by Messrs. Spier & Rohns of Detroit were selected from twelve competitors. The contract for the construction of the building was let to Mr. Benjamin Hyde of Chicago for \$415,600, issued bonds by the Chamber of Commerce Association being taken in full payment for that amount. This was in addition to the foundation, which had already been constructed at a cost of \$24,000. The

building is a steel frame, with stone and light colored brick, fireproof and first-class in every particular.

Notwithstanding the financial panic of 1893-94, the work of construction was energetically pushed, and upon May 1, 1895, the building was substantially completed. Upon that date it was occupied not only by the Chamber of Commerce Association, but by the Board of Trade, the Merchants' and Manufacturers' Association and by representatives of many private commercial interests and by professional men. Upon Thursday, May 2, a general reception was given to the public, and thousands thronged the building during the afternoon. The formal dedicatory services were held at 12 m. of that day, when the building was delivered by the contractor to the association, and short addresses delivered by Mr. R. W. Gillett, president of the Chamber of Commerce; Mr. James T. Shaw, president of the Board of Trade; Mr. J. B. Howarth, president of the Merchants' and Manufacturers' Exchange, and other prominent citizens. In the evening a banquet was held at the Cadillac, at which addresses were delivered by the following well-known citizens:

Hon. Wm. C. Maybury of Detroit: "No North, No



PRESIDENT JAS. T. SHAW.

South, No East, No West, but the Commercial Supremacy of a Great Nation."

Hon. Harvey D. Goulder, Cleveland, Ohio: "The Commerce of the Inland Sea."

Hon. Chauncey M. Depew, New York: "The Union of States; the Bond of Commerce, their Mutual Dependence and Enduring Prosperity."

Hon. Geo. R. Blanchard, Chicago: "The Effect Upon Commerce of Pooling by Transportation Lines."

Hon. James H. Eckels, Washington: "Currency—Its Relation to the History of Finance."

Ex-Senator Thomas W. Palmer was master of ceremonies and toastmaster.

And thus has been completed and occupied a building long planned and desired which, it is believed, will, for many years to come, be the commercial center of the very many great interests which are always found in a great city, and which, for a long time, will be the pride of the citizens of one of the fairest cities of the United States. It is sufficient to say that the structure is as perfect and complete in all particulars as modern architecture can make. Marble, stone, steel and brick have been artistically blended in its construction, and the planning in detail is the best that skill and experience can devise. The building is thirteen stories high and contains 250 rooms.

On April 29 the members of the Detroit Board of Trade left their old stand, which they had occupied for seventeen years, and took possession of their new quarters in the Chamber of Commerce Building.

The grand hall provided for the use of traders is

situated on the third floor. Five high-speed elevators in addition to two spacious marble staircases afford ample communication from below. Leaving the elevators, one enters an open lobby 28 feet by 39 feet, finished in marble throughout. On the left the telegraph offices (Western Union and Postal) are located; on the right the long distance telephones, general offices of the Board of Trade, and a well-lighted and ventilated lavatory.

Two large doors lead into the hall proper, which is 44 feet by 100 feet in size. The high ceiling (36 feet) is supported by four marble columns, which harmoniously divide the same into three panels. The entire finish of the walls is of imitation Siena marble, laid out with pilasters, with capitals and ornamented frieze and cornices. Two openings, cased with marble, communicate with the two telegraph offices. Above the main entrances a light gallery, supported by graceful caryatides, is arranged for the always curious visitors who follow the transaction of the business with wonder and surprise.

The ventilation is perfect. In addition to the direct steam heating, which is controlled by an automatic heat regulating device, provisions are made for constant supply of fresh air, warmed in winter and cooled in summer. We do not say too much by asserting that the hall ranks among the very best in the country as to finish, light, ventilation and general arrangement.

The Board of Trade of the City of Detroit is the oldest commercial organization in the city. It was first organized in 1856. Its history of thirty-nine years has been an honorable one and full of praiseworthy efforts to promote the commercial interests of the city and state. Like all the older business associations of the land, its beginning was in the day of small things, and was even rooted in obscurity, but years have brought strength and influence and a widely extended usefulness.

In 1863, for the purpose of enlarging its scope and influence, the board became incorporated, its declared aim and objects being: "To promote just and equitable principles in trade; to correct any abuses which may exist, and generally to advance the interests of trade and commerce, and to promote the convenience and security of the members of the association." In its early days the board was fortunate in possessing the thoughtful and careful management of wise and experienced men. They were the best of Detroit's citizens, and the fruitage of such beginnings has been apparent all through its nearly forty years of life.

Its first act of commanding influence was accomplished in the inception and the successful organization of the great Commercial Convention held in Detroit in 1865. Of that convention men of national reputation and extended business interests were members. They represented nearly fifty boards of trade and commercial organizations of cities, extending from Halifax, N. S., to St. Paul, Minn., and St. Louis, Mo. Its enrolled members included Hon. Hannibal Hamlin of Maine, ex-vice-president of the United States; Messrs. Samuel Dale, S. H. Blake and John Appleton of the same state; J. L. V. Pruyn, Lyman Tremaine, Israel P. Hatch, Hiram Walbridge, J. S. T. Stranahan and many others from New York; Joseph Ropes, Hamilton A. Hill from Boston; also large delegations of representative men from Halifax, Quebec, Montreal, Hamilton, London, Chicago, Cincinnati, Cleveland, Philadelphia, St. Louis, Milwaukee and other cities. The Detroit Board of Trade was represented by such well-known citizens as Messrs. James F. Joy, Joseph Aspinall, H. P. Bridge, Geo. W. Bissell, Alex. Lewis, Franklin Moore, C. H. Buhl, E. B. Ward and others.

Questions pertaining to commerce, finances, transportation between the East and West, river and harbor improvements, reciprocal trade between the United States and the British Provinces, etc., etc., were considered at great length. Very able papers and addresses were presented upon all these questions, and the results of these deliberations, extending through four days, were long and widely felt in legislation and in business circles. Since that year the records of the board show that it has always manifested an en-

ergetic and lively interest in all questions of public and of local importance, especially in those affecting the growth of Detroit and the trade and manufactures of the city and state. A notable instance of this is apparent in the active measures taken to insure the construction of the Wabash Railway to that city, and the making of Detroit one of the two eastern terminal points of this great transportation line from the Southwest. It also manifested an active interest in the construction of the Detroit, Lansing & Northern Railroad, the Detroit & Bay City Railroad, the Canada Southern Railroad, the Detroit, Hillsdale & Indiana Railroad, the Mackinaw & Marquette Railroad, and more recently the Canadian Pacific line, and the construction of the great Union Depot; also in all questions bearing upon the construction or improvement of waterways leading from the lakes to tidewater, the improvement of important harbors upon the great lakes the enlargement and deepening of channels for vessels of increased tonnage, and in all instrumentalities that would facilitate the movement of grain inward and outward, cheaper transportation, or that would enlarge the commercial or financial interests of Detroit.

Of late years the association has been engaged in active efforts to overcome discriminations in freights against lake ports, and to reduce rates between inward points to a parity with those granted to through shippers. While as yet only partial success has attended these efforts, continued agitation and the persistent presentation of facts to the public have not been fruitless. Through a union of the commercial organizations of the country the interests of shippers are being guarded.

The membership of the board is not large, being now about 100, but its enrollment is of active and energetic business men, and, like most of the exchanges of the land, includes many who are young or only of middle age. Serious obstacles have been and are still being placed in the channels of the trade of the board, chiefly in the line of unsatisfactory transportation rates enforced by rail routes. These have crippled the activities of the market. They have been especially felt during the past two years, resulting in a large reduction of the movement of grain, and an unusual depression in the trade. Still, the future is awaited with hope, and a return of former prosperity is anticipated.

The present president of the board is Mr. James T. Shaw, the active manager and partner of the well-known firm of J. S. Lapham & Co. The other officers are: First vice-president, F. J. Simmons; second vice-president, George H. Ward; secretary and treasurer, Geo. M. Lane, to whom we are indebted for the information published herewith.

The enterprise of the board in securing such magnificent quarters will no doubt be rewarded with an increase in its membership and influence.

Dr. A. W. Thornton of Ferndale, Wash., has been appointed special agent by the agricultural department to conduct experiments for the culture of flax for fiber. It is confidently expected that flax culture will become a great industry in Washington.

William Palmer was recently arrested at Kansas City, Mo., for stealing grain from cars at Pomeroy, Kan. There are two other men implicated. The alleged thieves are farmers. The plan used by them was to bore holes in the bottom of the grain cars. A. J. Knowlen of Kansas City, Mo., is the complaining witness.

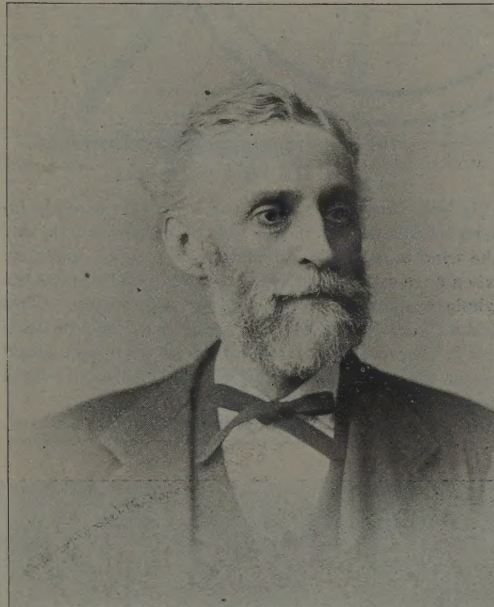
The Western Elevating Association at Buffalo, N. Y., has issued the following card: On all grain received, until further notice, the charge for shoveling, etc., and storage, will be as follows: For elevating, receiving, weighing, etc., per bushel, $\frac{1}{2}$ cent; for storing each ten days or parts thereof, per bushel, $\frac{1}{4}$ cent. All accrued elevating and storage on grain remaining in store on April 1 in each year must be paid to that date on or before ten days after the opening of canal navigation following, under penalty of $\frac{1}{2}$ cent per bushel additional storage if not paid on that date. Above storage to be paid by the grain. No grain will be received for transfer,

THE UTILIZATION OF FLAX STRAW.

BY TRAVELER.

In looking over a farmers' journal in the Northwest recently I saw a statement from the pen of Prof. W. M. Hays of St. Anthony Park, Minn., to the effect that "During a few years past flax has yielded more money per acre than other small grain in the hard wheat districts of the Northwest. The coming season large production may materially lower prices, but the chances are that flax will yield more money per acre in 1895 than will wheat, oats or barley."

I am sure that flax will yield more money per acre if the elevator men will put in a flax brake and buy the flax straw from the farmer. This will be the means of bringing more money to the elevator man, as well as to the farmer for each acre of flax grown. Flax straw is a waste product and can usually be bought at a very low figure. It can be handled at a time when the elevator man has little else to do, so that all he gets out of it is clear gain. While in Wisconsin recently I met a representative of Foster & Williams, who make flax brakes, and as he was an en-



SECRETARY GEORGE M. LANE.

thusiastic champion of this branch of business for elevator men, I naturally became imbued with some of his ideas, and learned much about the business from him. Good average straw will make 50 per cent. of coarse tow and about 33 per cent. of fine tow; the balance is offal and makes a good fuel. This fuel is sufficient to supply twice the power required to make the tow.

The longer the straw the better the tow it will make, so long, clean straw should command a premium. There is no fiber in the tops, all being in the stalk. Where flax is raised for the straw it is planted closely, about four bushels of seed being used to the acre; where it is sowed for seed, two to three pecks are used.

Three grades of tow are usually made—coarse, fine and medium. To make coarse tow the straw is run through the flax brake once. To make medium it is run through twice, and three times for fine tow.

The straw should be very dry and clean when put into the brake machine. During cold, sharp or dry, sunshiny weather is the best time to make tow. If the atmosphere is damp the heart of the fiber cannot be so easily broken out as in dry weather.

The freight rate is usually very low, the carriers being desirous of encouraging its use. Much of it has been shipped from North Dakota to Chicago for \$4 a ton, or \$40 a carload. It is bulky and takes up much room. Considerable straw has been shipped from the West to Racine and there worked into tow and then shipped to Chicago and the East. This, of course, required baling twice. The trouble of break-

ing the baled straw apart and preparing it for the brake machine is considerable, and this labor, as well as the work of shipping, loading and handling, could be done away with if the country elevator man would prepare the tow for the upholsterer at home.

The straw and tow are very inflammable, and care should be taken to keep sparks and fire away from it. A Mr. Box owns an elevator and grist mill at Union Grove, Wis., where flax tow has been made for a number of years with a good profit and no loss by fire. Another tow mill is operated in connection with a grist mill at Franksville, Wis., beside railroad tracks. It has been running 15 years without loss by fire and at a good profit.

The farmer is usually paid \$1.50 to \$3 per ton for the flax straw delivered at elevator, and the elevator man usually gets \$20 to \$40 a ton for coarse tow, so he gets a good profit for his labor and use of capital.

The market for tow is in all large cities where furniture is upholstered. There is always a good demand for it in the East, where no flax is grown. Furniture supply manufacturers are good buyers, and usually pay cash on delivery. They are not hard to do business with, but naturally and rightly object to much offal, shives or dirt.

To prepare the tow from the flax straw a flax brake is needed. This is easily operated, does not require skilled labor and requires about 8 to 12 horse power to drive it, the amount of power depending upon the number of rolls used. The best work is done by a machine with 16 to 20 rolls with a beater or picker attached. It would require two men to operate a one brake machine—one feeder and one pitcher. A baling press is usually operated in connection with it. After a large quantity has been run through the brakes it is baled for shipment, three wires being used to bale it. A 14x18 press is usually used, that making a bale of convenient size for loading in car. A grain car usually carries 10 to 12 tons.

THE GRAIN SPECULATOR.

It does not seem to be understood by the advocates of repressive legislation that the average speculator is equally willing to buy as to sell, according as he thinks the one or the other operation will yield him a profit, and that what he sells at one time he has to buy at another, says the *Chicago Tribune*. He is the best purchaser when the reported conditions seem to favor the expectation of a rising market, as he is apt to be eager to sell when he anticipates a decline. But he has no steady motive to keep on depress-

ing prices, as the millers or their agents have, no matter how low the quotations may be. The average speculator is just as willing to make a profit out of buying wheat at \$3 per bushel as by selling it "short" at 50 cents.

The speculator is not a philanthropist, and it even may be charged against him that he sometimes gambles on the misery of his fellow-beings. He has no vested rights other than those possessed by the average citizen. But to abolish him is not the way to assure higher prices to the men who produce grain. They might just as well expect that freight cars would run more in their favor if the passenger coach were not allowed to be moved on the railroad, as to think they would get any advantage by forbidding a man to buy what he does not want to use when he thinks it is too cheap, or to sell ahead if he thinks it too dear.

To abolish speculation would not increase the number of buyers, and it is pretty generally understood that the demand is an important element of price. It would not lessen the willingness of wheat producers to take the best prices offered them, and it might render them unable to sell at times when they wanted to part with the property, in which cases they might have to pay more to the usurer than now is absorbed by the mere speculator.

A grain dealer in Mexico, Mo., is said to insert his circulars in the hollow heart of a corn cob and send them through the mail, which is a first-rate advertisement.

A FREIGHT CARRIER FOR THE RAPID HANDLING OF SACKS, BALES, ETC.

The accompanying illustration represents a Jeffrey Freight Carrier erected at Bridgeport, Ala., for the Nashville, Chattanooga & St. Louis Railway Company. The conveyor is about 175 feet in length and is designed to carry sacks of grain, boxes, packages, bales, etc., to and from the boat at the river landing and the warehouse on the top of the hill.

It is constructed of two strands of Jeffrey Roller Chain, each link having an attachment to which the wooden slats are bolted, forming an endless apron. The roller chain used in this conveyor makes it run smoothly and with the least possible wear and tear, and with a minimum amount of power. An advantageous feature in the construction of this carrier is, that the river end is made adjustable so that it will accommodate itself to the rise or fall of the river, permitting vessels to approach closely, thus facilitating the loading and unloading.

This carrier frequently handles 1,500 sacks per hour, but will handle more freight with safety. The advantages of the Jeffrey Freight Carrier are so apparent that they will be readily appreciated by interested parties, and to all such The Jeffrey Manufacturing Company will be pleased to send its complete illustrated 1895 catalogue. Its main office and works are located at Columbus, Ohio.

THE WALLS GASOLINE ENGINE.

There is, perhaps, no more desirable power for a country elevator than a good gas engine, its reliability, durability, small cost of operation and safety recommending it to all who require a ready power for the machines used in an elevator. This is evident from the fact that gas engines are coming to be used more and more. It was at first thought unsafe to use a gas engine, and there were fears that the power would be irregular, but these were mistaken notions born of prejudice and error and soon disappeared.

A gas engine that draws attention from the fact that it is claimed to be the simplest engine ever built is illustrated herewith. While this engine is made in the fewest possible parts, there is nothing wanting to make it steady running and economical, and it is said to be perfectly reliable and always ready for work. Absolute safety is guaranteed, and it supplies one of the cheapest powers. A special feature in this engine is the jacket. This is made of heavy galvanized iron, and fastened on with iron bands put on hot. If through neglect, water in the jacket should freeze and burst the jacket it could easily be soldered up and made as good as new. Moreover lime and other deposits will accumulate in the jacket and the difficulty of removing these deposits is obviated in this engine, all mineral deposits being removed by removing the jacket.

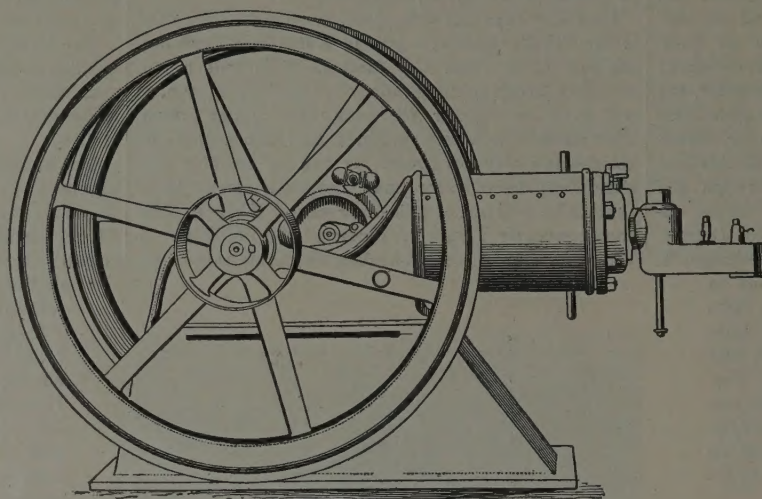
Elevator men are acquainted with the simple operation of the gas engine. The one illustrated here, which is manufactured by the Keystone Iron Works of Fort Madison, Iowa, is built in two styles; one style takes gas at every revolution and the other at every other revolution. They are made in sizes from 1 to 100 horse power, and as stationary, portable or ma-

rine. Any further information desired will be supplied by the manufacturers upon inquiry.

THE MARGIN QUESTION.

BY A. LAYMAN.

The recent decision of Judge Tuley of Chicago, in a case in which the loser in margins sought to recover from his brokers, has excited widespread comment in journals not directly connected with the grain traffic.



THE WALLS GASOLINE ENGINE.

It is from these straws that those who are directly interested in speculation can best determine which way the wind blows. The illegality of placing margins, when once established, will certainly revolutionize the whole system of stock buying and selling. That Judge Tuley's decision is a wedge may be admitted; but it is a wedge which promises to open up a much larger question than the buying and selling of wheat on margins.

In the case in question, a widow who lost her com-

The *Journal of Commerce*, New York, says: "The purchase of real estate may be and often is speculative, but it is not gambling. It is not gambling even when the buyer has not the means of paying for his purchase. It sometimes happens that a man will buy a piece of real estate, paying therefor a small part of the purchase-money, which corresponds to the margin in a stock transaction, and giving his notes for the remainder, with the expectation that he will be able to sell the property before his notes fall due, and make a profit on what was only his first payment. That is undoubtedly speculation, but it is not gambling; it is not against public morals, nor is it adverse to any public interest.

"The 'granger' argument against speculation is that it depresses prices, but this sort of transaction would have a tendency to raise prices. If such buying be permitted there will be more buyers in the market than there would be otherwise, and the seller certainly has a large interest in having as many buyers in the market as possible. The speculative buyer is certainly interested in advancing the market, for only in that way can he get a profit. The transaction in railroad bonds which was before Judge Tuley, and the speculative buying on the Board of Trade which the farming element regards as inimical to it, are not essentially different from this. If it be replied that the grangers are opposed to speculative

selling and not to speculative buying, it may be asked whether there can be speculative buying without selling. Had the loser in the case decided by Judge Tuley sold stock she did not own, there would be more ground for condemning the act as calculated to depress prices. But she bought the property which she hoped would still further advance in value, so that she could sell it for more than she would have to pay for it. This transaction had no tendency to depress the price of stock; it was her inability to prevent the depression that in-

involved her loss, and as her agents actually bought the stock, according to their statement, the transaction loses even the appearance of being a gambling deal. Judge Tuley's course of reasoning would convert most credit transactions into gambling."

Manifestly the *Journal of Commerce* favors marginal trading and its reasoning is logical. If the speculator may defend himself against further losses on the ground that his transactions have been gambling, may not the broker recover the profits of the speculator on the same grounds? Judge Tuley's decision enables everyone who sees a chance for profit in buying to toss the penny on the principle of "Heads I win, tails you lose." Of course, if this decision is to stand, the game cannot go on.

The *Inter Ocean* of Chicago comments on the case as follows: "There is surely much

to be said in support of the doctrine of this decision. A great deal of trading is downright gambling, and it would be an incalculably great blessing to the community if it could be stopped. * * * But the question still remains, Can the line between legitimate and illegitimate trading be so drawn as to discriminate against the latter and not interfere with the former, and withhold from it the due protection of the law? That is the bottom question involved. * * * The question is not an abstraction, for it is fundamental to a vast network of business transactions, especially great enterprises of a semi-public character."

The *Journal of Chicago* thinks that if Judge Tuley's decision is sustained, "every stock broker and com-



A FREIGHT CARRIER FOR THE RAPID HANDLING OF SACKS, BALES, ETC.

portable competence in an effort to make well enough better, the customer sought to recover her losses on the ground that the contract was illegal, that it was simply a gambling transaction, and therefore her losses were recoverable on the ground that the money was obtained from her by an illegal process. It is admitted that for a time her brokers were able to make her profitable returns. The ground of Judge Tuley's decision is, that the customer never intended to take any stock—that the customer was simply to be credited with profits and charged with losses caused by the fluctuations of the market. This he claims is nothing but gambling, and this is really the point yet to be decided. Is speculation gambling or is it not?

mission merchant will have to go out of business; and Chicago no longer have a Stock Exchange or a Board of Trade."

It must be admitted that speculation is the life of trade. Marginal trading—gambling or no gambling—cannot seriously affect the prices of stocks or products, so long as there are no combinations of buyers or sellers to artificially depress or raise prices. It is as lawful to contract for the delivery of stock or wheat, binding the contract by a down payment, as it is to buy a city lot, making a small cash payment. The question of the buyer's motive in securing control of a certain quantity of grain or number of stocks can no more be subject to legal investigation or approval than in the case of the quasi-purchase of a corner lot. Otherwise the grocer, who anticipates a rise in sugar and makes haste to place his order before the actual rise occurs, would come under the same category of offenders.

It has been claimed that the analogy between stocks and corner lots is not to the point, because in the former the margins are placed on no definite object of purchase, while in the case of the lot the transaction is entirely bona fide. Does this difference explain the difference between gambling and speculating? When one places margins on 10,000 bushels of No. 2 Red Wheat is it gambling because the identity of the lot cannot be established? Under the present system of inspection and storage this is a physical impossibility. But the elevator receipts representing the grain are as real as the deed to the corner lot, and the speculator may evade the threatened law against marginal trading by resorting to the use of commercial paper, which shall promise to deliver certain elevator receipts or receipts on a certain elevator. This sort of transaction does not differ in the least from the speculative purchase of the city lot. It does not follow that the person contracting to deliver must necessarily have in his possession receipts on a certain elevator or certain elevator receipts before the contract may be considered legitimate. It is considered perfectly legitimate when the grocer places his order of sugar in anticipation of a rise in price, and it is also legitimate for the wholesaler to accept orders for more sugar than he has in stock. Why may not the grain dealer do the same thing? If legislation is going to question the motive of the speculator, and if his amenability to law is to be determined by his motive in buying in advance of his immediate wants, we shall have coal dealers, shoe dealers, grocery men and, in short, all branches of commerce brought under the charge of gambling. The *Inter Ocean* says: "Both sexes and all ages, from the youth just in from the country to the gray-haired millionaire, are numbered among the victims of marginal trading." This is no doubt true; but this fact does not settle the question of illegality of marginal trading. Those who speculate in city lots are not always successful. What one speculator loses another gains. Why should this interchange of profits disturb the moral or financial status of trade? If it can be clearly proven that prices are not disturbed by marginal trading it will be a difficult task for any legislature to frame a law that will discriminate between speculation and gambling. With the complex fabric of trade as it exists to-day the thing is utterly impossible.

A much more serious feature of the grain and stock markets is the combination of capital in the effort to corner the market. Marginal purchases cannot affect the cash price of grain to any material degree. The December price for spot delivery is determined by supply and demand, and is only slightly, if at all, af-

fectured by futures. To be sure, if there are apparent causes for higher prices in May, the amount of May deliveries may affect December prices. The real cause of increase or decrease in price is not marginal purchases, but real or supposed conditions affecting the supply and demand. In short, the question of the right or

for him to contract to deliver 10,000 bushels at such a time. The fact that he does not own a bushel of wheat does not alter the case, because wheat, like dry goods or groceries, is always in the market and can be bought for the current price. Any arrangement that A may make with B as to the payment of the bill, or as to any compromise, is not a matter that the law can regulate without taking a dangerous step into the domain of personal rights.

A 5,000-BUSHEL HONEYCOMB ELEVATOR.

We illustrate herewith, in outline diagram, the 5,000-bushel size of the Macdonald "Honeycomb" Elevator, which is springing up in the corn belt with amazing rapidity this season. These little houses are ready-made articles, embodying every requirement of the country dealer. They can be shipped promptly, with full machinery equipment and detail plans of construction so plainly demonstrated that the village carpenter can put the house together. They are cheap, strong, simple, admirably arranged for their purpose, and take little time to put together. These points have placed it at once in the front rank, and within reach of every shipper desiring to handle his grain at small outlay for investment or running expenses.

The plans show the elevator located between the corn dump and the railroad tracks. The corn sheller is on the first floor and in sight; the dump hopper over it may be used for ear corn or shelled grain and discharges directly into the elevator boot. On the first floor is also located the shipping scale, 60 bushels' capacity, and a separator. If feed mill or other machinery is required it may be placed here.

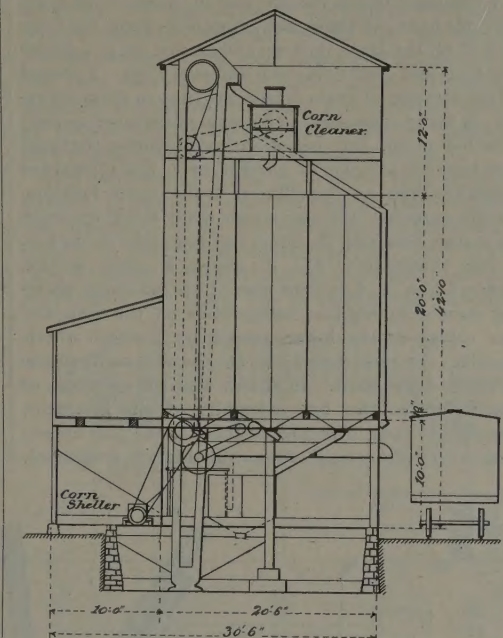
All bins reach the hopper scale on first floor, and shipment is made to cars from the elevator head through the shipping spout shown on outside of building. This fall is sufficient to load most cars with very little trimming and many cars need none. The corn cleaner is located in the cupola, and corn is spouted from it through iron spouts to the bins. The corn dump is connected to the sheller by means of a drag conveyor. It is apparent that the crib capacity may be extended to any desired amount by lengthening the drag belt and driveway. Our sketch shows a small steam engine for the motor, though the gasoline engine finds greater favor, even at an additional cost.

The honeycomb nest of bins are all hopper bottomed; each holds about 700 bushels. The walls of each are smooth and clean on the inside, leaving no cracks or ledges to retain dust or grain. They are fitted with cast-iron turn head and bin valve, worked with lever and pull rope from first floor. The timber work throughout is all planed smooth, giving the interior an agreeable and workmanlike finish. The outside may be covered with iron, if desired, though in most cases the walls are simply painted, the first story being enclosed with drop siding.

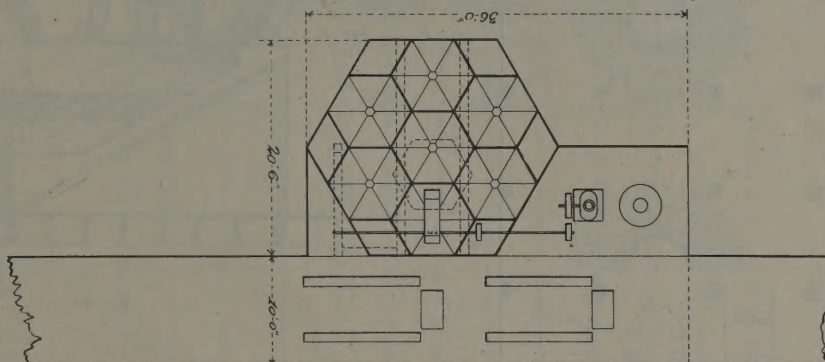
The price at which these houses are being placed on the market, taken in connection with the qual-

ity of the goods offered, leaves no excuse for any more of the ill-begotten "ratty" looking structures one sees from the car windows going through the country. Five sizes are at present kept in stock by the Macdonald Engineering Company, manufacturers, Medinah Building, Chicago, and consist of capacities 2,500, 5,000, 6,000, 7,500 and 10,000 bushels each.

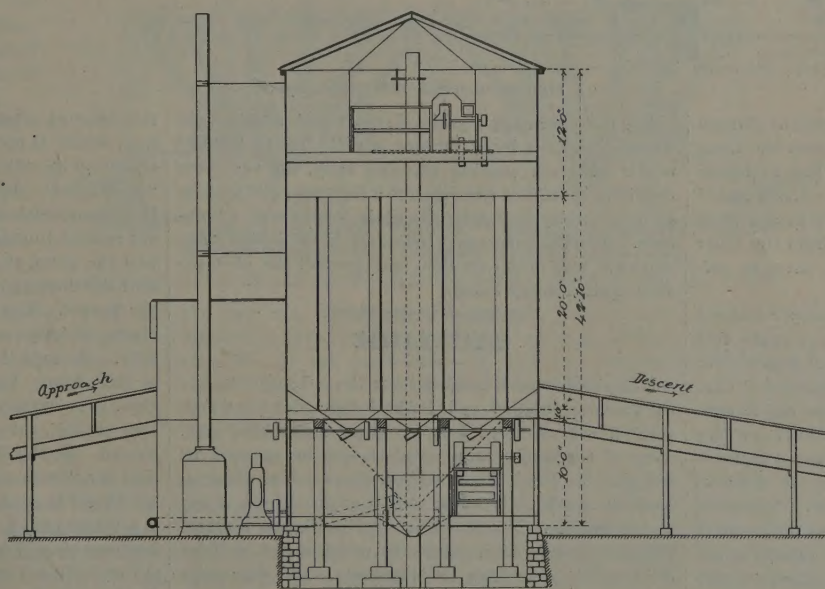
The next annual meeting of the South and West Grain Congress is to be held at Charleston, S. C.



END VIEW OF A 5,000-BUSHEL HONEYCOMB ELEVATOR.



GROUND PLAN OF A 5,000-BUSHEL HONEYCOMB ELEVATOR.



SIDE SECTIONAL VIEW OF A 5,000-BUSHEL HONEYCOMB ELEVATOR.

wrong of marginal trading is far too complex to be settled by legislation. If a law could be framed which would handicap the business as it is now conducted, the ingenuity of the bulls and bears would devise some system by which it could easily be evaded. There is no doubt that much of the buying and selling on 'Change is very like gambling. On the other hand it is all very like legitimate traffic. If in A's judgment wheat will be dearer three months hence than it is now, it is a perfectly legitimate transaction

A CONCENTRATING BIN INDICATOR.

Our methods and facilities for handling grain are far in advance of the rest of the world, and improvements are continually being made in the facilities for handling grain in elevators, yet our system of handling seems to be as far from perfection as ever and there is ample room for other improvements. One of the latest devices for facilitating the handling of grain in elevators was designed by F. E. Parker of Kansas City, who has applied for patents on it.

The accompanying cuts give the outlines of an upright grain elevator and are presented for the purpose of illustrating Mr. Parker's new device, which is calculated to render great assistance in handling grain in the best and most intelligent manner possible. It is proper to state that this device is equally well adapted to any size elevator from 50,000 bushels to 1,000,000 bushels' storage capacity. The floor plan, *Fig. 1*, shows a track on each side of the elevator with two receiving sinks, in front of which is located a group of elevator legs, either two or three, as circumstances require. On the opposite side of the legs from the receiving sinks is a device called a Concentrating Indicator. The position it occupies on the working floor

is numbered to correspond with the number of the bin with which it is attached. The device is called a Concentrating Indicator because it concentrates the grain from a large number of bins at a central point and shows what kind of grain it is, and what quality it is, or if there are any bins unoccupied.

By means of this device the man in charge of the grain elevator has at all times under his observation the location of all the grain in store, and he can see at a glance the kind and quality in each and every bin. A record of the location of grain is usually kept in every elevator; in many instances the foreman undertakes to keep it in his mind, but he oftentimes becomes confused and loses the location of certain cars, and oftentimes mistakes occur in the office as to the proper location. In such cases the indicator stands ready to tell the truth no matter how long the grain has remained in the bin.

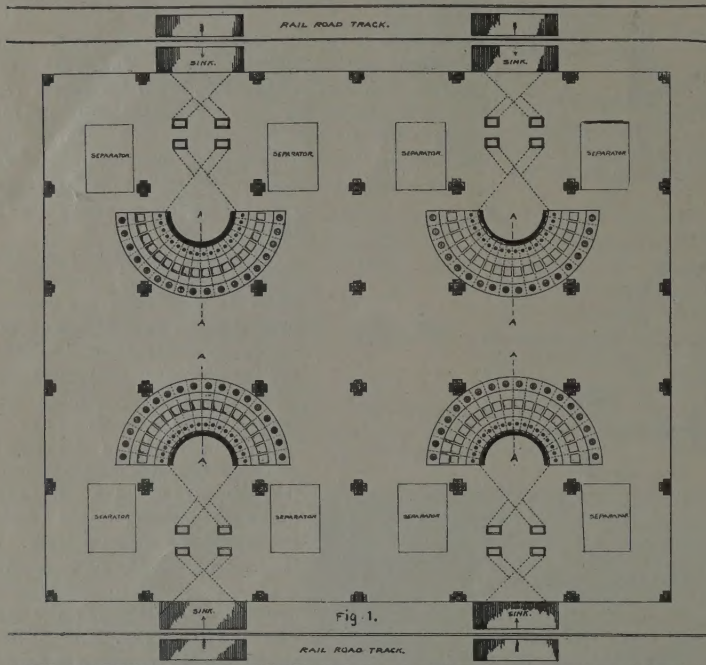
The illustration, *Fig. 3*, shows a cross section through line A, A on floor plan of the indicator, showing more minutely the construction of the same and the valves at the lower extremity, through which openings the grain passes out into the sink on its course to the elevator boots. It shows also the spouting, or conductors at the top extremity of the indicator, starting in any direction or angle to the bins above, with which the several compartments are connected.

advising them that sacaline is a fraud. He says it has many years been grown as an ornamental plant, but is worthless for feed. "I should as soon expect to see an ordinary horse or cow eat dock and sunflowers as this coarse, weedy plant."

NEW YORK ELEVATOR MONOPOLY.

Again the merchants of New York City are stirred up over the diversion of export grain from the interior to other Atlantic ports. There is a widespread disposition to blame the railroads, and it is admitted that rail carriers have discriminated in favor of the other ports during the great competition between them for carrying business from the smaller crops of last year. But there is another fact which sticks out prominently as a grave abuse, and is in itself a sufficient reason why grain exporters should prefer to send their consignments to Europe via other ports than New York. It is the elevator combination, which exacts 1½ cents per bushel on all grain transferred from railroad cars to vessels in the harbor.

The railroad delivers the grain alongside the vessel without any charge except the freight rate, but has to pay the 1½ cents per bushel to have the grain transferred from its lighter to the ocean ship, and of course



A CONCENTRATING BIN INDICATOR.

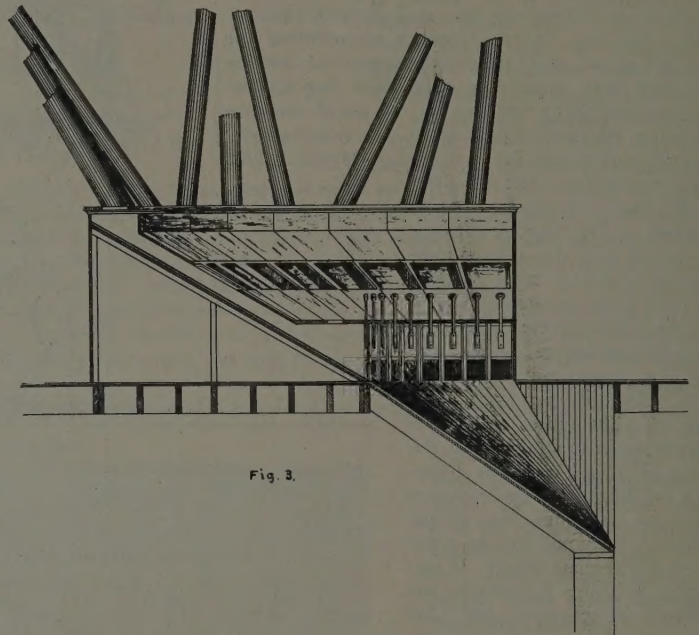


Fig. 3.

is a central point under a large number of storage bins. The sectional elevation, *Fig. 2*, shows the front elevation of this device. The plan of this indicator presents a semicircle form with the inner circle raised on the floor level. The bottom of the indicator rises on an incline to about 6 feet vertical from the inner circle to the outer circle. This incline must be sufficient to insure the ready flow of grain.

After the bottom is completed in a proper manner partitions are made subdividing it into a number of compartments, equal to the number of bins above, from which grain can be conveniently spouted to this central point. In the illustration there are 18 bins closely related to each indicator represented on the floor plan. After the divisions are made a cover is constructed and placed so as to leave a space of 6 to 8 inches between the bottom and the cover. A portion of this cover at the inner circle, also at the outer circle, lies horizontally, giving more retaining capacity in the lower parts of the compartments and forming a platform at the upper extremity, to which may be attached permanent spouts to connect each compartment in the indicator to a bin above. The central portion of this cover over each compartment is provided with plate glass. When the bins are properly hopped to a central discharge opening and then connected by a spout to associated compartments in the indicator the first bushel of grain that goes into an empty bin passes down through the spout and reports to the foreman in charge, by means of this glass cover, what it is and where it is. Each compartment

Any one operating a grain elevator will admit that where there is a large amount, say \$10,000 to \$20,000 worth of grain passing through daily, the very best facilities should be furnished to a foreman, giving him an opportunity to handle the grain to the best advantage. The Concentrating Indicator is a device that will save him much trouble and protect the elevator man against many losses.

SACALINE.

Is it another pest coming from the old country, like the Russian thistle? or is it the forage plant so much wanted to grow when it is too dry for anything else? Some of the seed catalogues glow and beam over it, and the *St. Paul Pioneer Press* gives it an editorial send-off in which it says: "It is as nutritious as any of our grasses. It possesses a combination of remarkable properties which adapt it wonderfully well for the conditions existing in Minnesota, and especially the Dakotas, and beyond." Prof. C. C. Georgeson, of the Kansas experiment station, gives his impressions from an incomplete test, which are not favorable to the plant. The professors at the Iowa station seem to be friendly to it, and speak of its standing the drouth excellently in Central Iowa—growing abundantly—but they do not appear to know much about its feeding value. At the Nebraska station it has also been tested one season, and condemned. In fact, Prof. Bessey, at the request of the Improved Stock Breeders' Association, issues an address to the farmers of Nebraska

this amount must be paid by the shipper. This exaction, which is not made at some of the other ports, is stated by an official to be made for the purpose of "protecting" the owners of the grain storehouses from competition with that which goes through without resting in store. They make it pay toll to them just the same, the said toll being a full cent, as it is said the floating elevator would make money at ¼ cent per bushel. The official above alluded to lays the blame directly on the Produce Exchange of New York City. He says that when the elevator law was passed in 1888, fixing the maximum elevator charges at ½ cent, the elevator men told the Produce Exchange they could not do business under the conditions named. So the Exchange authorized a charge of ¼ cent for "extra storage" to evade the law and enable the stores to continue in business. This extra storage is a bonus paid to the grain stores, and in order that business should not have a decided inducement to go through New York without going into the stores the Produce Exchange agreed that the floating elevator combination should have a bonus of ½ cent per bushel for "transportation of elevator." The people who are grumbling now know where the cause of the trouble lies, and they ought to go to work to procure the reform of an outrage which appears not even to have the color of legal sanction.—*Chicago Herald*.

It is reported that all the grain shippers in Duluth, Minn., have signed season contracts with the marine insurance pool.

LEGISLATION AGAINST FUTURES.

BY HENRY CROSBY EMERY IN THE "POLITICAL SCIENCE QUARTERLY."

A dollar per bushel for the farmer's wheat and flour for the laborer at \$3 per barrel is the dream of the economic alchemist. To make this dream a reality—to secure high prices for the producer and low prices for the consumer—is to discover the philosopher's stone. That it still remains a dream is attributed by many not to the necessity of nature, but to the perversity of man. To these the first obstacle presented is the trader, bent on buying cheap and selling dear. He it is who seems to lessen the price to the producer and raise it to the consumer. Hence, from the time when Mercury, the god of trade, was described as "a schemer subtle beyond all belief," the trader has been an object of popular suspicion. Producer and consumer alike grudge him the toll he takes. In recent years, however, this suspicion has been transferred from the trading body as a whole to a new class of middlemen, the speculators. Especially is this true of speculators in their particular capacity of "shortsellers." The feeling finds expression to-day in attempts to suppress the "short-seller" by legislation. This has been the aim of all the so-called "anti-option" bills—the Butterworth bill of the fifty-first Congress, and the Hatch and Washburn bills of the fifty-second and fifty-third Congresses. While these bills have been almost unanimously opposed by leading bankers, merchants and manufacturers, they have received a strong popular support. This is due largely to the fact that the evils of speculation are apparent and have been made familiar to the general public through the press, while its benefits have been set forth only in technical trade or economic journals.

The authors of these bills, however, declare themselves as not opposed to what they call "legitimate speculation;" their attack is directed solely against the disastrous system of "short-selling." This position shows a failure to appreciate the true function of speculation, and it will be well briefly to consider the development of a distinct speculative class and the significance of the "short-seller" in the speculative system, in order to understand the ends aimed at by these bills and the arguments brought forward in support of them.

The central feature in the economic organization of modern society is the market. From the standpoint of the individual, the production and distribution of commodities are carried on with a view to their exchange. Consequently the producer will expend his energies on such commodities as will have the greatest market value compared with the expenses of production, and the merchant will take these commodities to the market where they will command the highest price. But this adjustment of production and distribution according to values will be accurate only in proportion to the success of producer and distributor in ascertaining such values. The value of any commodity varies from time to time and from place to place, and the supposed value according to which the producer started his crop may prove to be very different from the actual value when the production is complete. The test of perfection in the organization of trade is the promptness with which changes of value are learned and the accuracy with which they are predicted.

The uncertainty as to values makes every business undertaking to some degree a venture, involving risks as to its final outcome. These risks are inherent in all business and are no more artificial than the whole commercial order under which we live. They are risks that thrust themselves upon business men and which business men must meet. It is the assumption of these risks of changes in value which constitutes speculation. Value being a phenomenon of exchange,

risks of changes in value arise only where the system of exchange is already developed. When every man produced for himself alone, he was forced to undergo risks of production; but only when he had begun to produce more than he wanted for his own use did he become subject to uncertainty in finding a market for his goods. The more extended the system of exchange became, the more important became this uncertainty. But the producer was soon relieved of the burden of risk thus created by the development of a distinct speculative class, which stood always ready to buy his surplus product and assume to itself the chance of gain or loss through possible changes in value.

This development did more, however, than shift the burden. It tended to make the risks themselves much less numerous. With the expansion of trade and the growth of intercourse among traders, many of the local influences affecting price became less important, while gains and losses due to such causes tended in

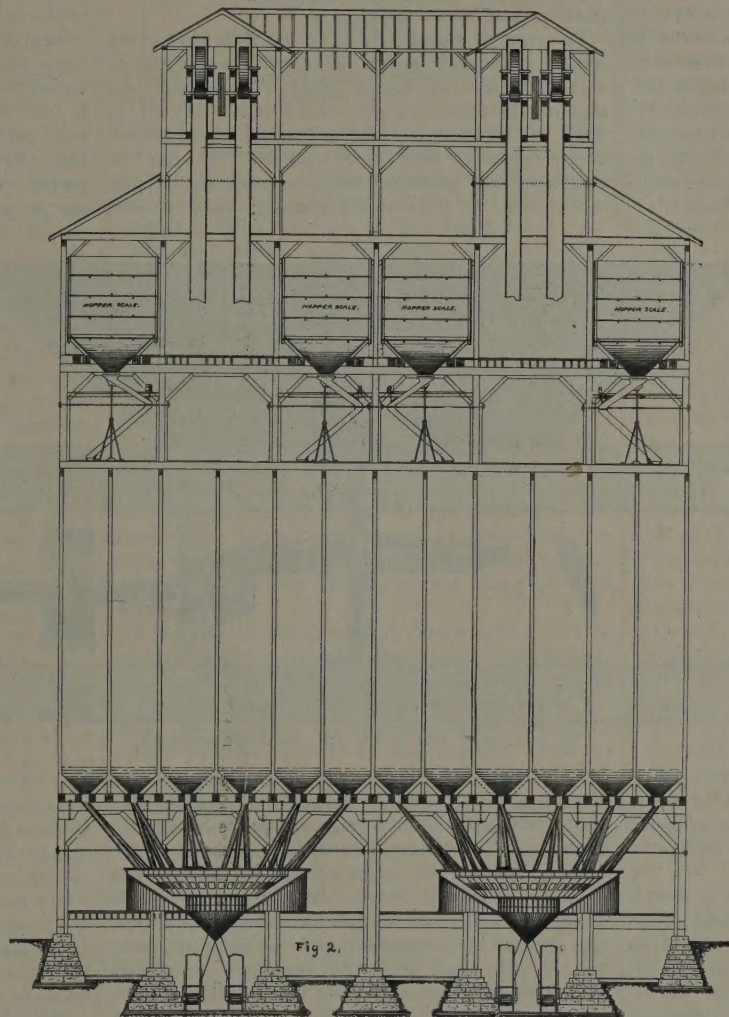
relieved the producer of his distinctly trading risks. And as the need grew (The fact that the system developed gradually as the need developed blinds many to the fact that there was any such need at all. It is all very well to say that no trouble was found in marketing the produce without this system forty years ago. It does not follow that the system is not needed now. Conditions have changed radically, and it is only within the last thirty years that the development of a world market has been possible.) the speculative class became differentiated from the trading body as the latter had been differentiated from the producing body. The importance of this development can hardly be overestimated. The striking feature is, not that speculation has increased, for that is but a necessary accompaniment of increased trade, but that speculation has become the business of a special class. Previously the speculators had been traders. They had been importers and exporters, seeking their own mar-

kets and moving their own goods. Now they became a third class, distinct from both producers and exchangers. Whereas formerly each man bore his own risks, the new class has arisen to relieve him of these risks. Instead of all traders speculating a little, a small class speculates much.

The speculator stands prepared to assume the ownership of a certain property at the prevailing price, and to take the risk of a fall in value in the hope of a rise. This form of speculation has always existed. But the modern speculator must do more; he must be ready to fix now a price which he will at a future time pay for a certain amount of some commodity. The business of the producer is precarious because the price that influences him to make his outlay may change; but if he can estimate what his produce is to be, he can find a speculator who will fix a price at which he will take it when the process of production is completed. Then, if the price changes, the speculator bears the consequence. He has agreed to take the product at a certain price, and that price he must pay regardless of subsequent fluctuations. This speculator is a "bull." He speculates "for the rise." That is, he expects the price to rise and he assumes the risk of a fall.

The risk of an owner of property is that it will fall in value; but for one who is postponing a purchase there is equal risk of a rise. A complete system of speculation must meet this risk also. And it does meet it by providing a speculator who will fix a price at which he will furnish the would-be purchaser with the desired commodity at such future time as may be stipulated. He, too, must accept the contract price, whatever the market price may be when the time for delivery arrives. This man is the "bear"—the "short seller." He assumes the risk of a rise, while expecting prices to fall.

But such speculation is only possible where the necessary machinery has been developed. In the first place it can be carried on only in the case of representative goods. If a man buys or sells goods not yet in existence, the commodity in question must be of such a kind that every part of it is representative of the whole—is of equal value with every other part. The earliest organized speculation on a large scale was in the shares of stock companies, because of this very representative quality of the shares. The same quality is secured in grain and cotton by fixed classifications of different grades. The machinery for speculation in produce was developed from the practices of importers, those of England and Holland especially. They adopted the plan of issuing receipts (warrants) for goods deposited in warehouses, which receipts specified the grade of the commodity in question and passed from hand to hand as equivalent to the commodity itself. The commodity was deliverable to the last buyer on presentation of the warrant. But importers soon became unwilling to undergo the risks of



SECTIONAL VIEW OF ELEVATOR EQUIPPED WITH CONCENTRATING INDICATOR.

the long run to balance. A moderate profit became assured to the average trader under average circumstances. At the same time the risks that remained became more and more important. Especially was this so in the trade in all the great agricultural products. No development of trade could remove the uncertainties of supply in regard to those products. And as the market came to be more and more extended, until with the development of steam transportation it covered the whole civilized world, the possibility of a total loss by some sudden unforeseen change in conditions became a constantly increasing burden to the mass of traders. An occurrence in some far corner of the globe, of which the small dealer could have no knowledge, might utterly change the course of prices on which he had relied to make his profits possible.

Thus with the elimination of petty and local risks and the increasing importance of the fundamental risks, the trading and the speculative elements in all business came to be more sharply distinguished. What was now needed by the trader was a distinct body of men prepared to relieve him of the speculative element of his business, that is, of the risks of distant and future changes, just as he himself had formerly

changes of value while their goods were in transport. Accordingly there grew up the practice of selling goods "to arrive," and even "for shipment," i. e., goods still in the exporting country. These, however, were sales of specific lots. The next step was for the importer to take the first good offer made him for the goods in which he dealt, deliverable at a future date, and trust to making the contract good by purchases through his agents in the exporting country. This was short-selling pure and simple, and was the one thing needed to complete the machinery of speculation.

[TO BE CONTINUED.]

AN EAR CORN ELEVATOR AND SHELLER FEEDER.

Elevator men who handle ear corn are familiar with the experience of clogging dumps, and know how frequently that occurs, what a nuisance it is and the difficulty of clearing the dump when that must be done in a few minutes. Ear corn is the slowest moving and clumsiest article an elevator man has to handle. It never moves freely and has a tendency to stick in the dump. Corn handlers will welcome the advent of an appliance which will remedy this annoyance, especially when it can be attached to the dumps already in use, at very little additional expense and with no special alterations.

The Marquis Patent Ear Corn Elevator and Sheller Feeder, of which we present an illustration herewith, is designed for this purpose. It is worthy the examination of anyone who has a corn dump. As its name implies, it feeds ear corn from the dump to the elevator or sheller. It is made of iron and will last a lifetime, being very durable and capable of doing any work required of it. The feeder can be regulated to the capacity of the sheller or elevator while in operation, feeding 100 to 1,500 bushels of ear corn per hour without any attention, and it can be made to feed to either sheller or elevator at will by merely changing a reverse board. The mechanism is very simple and will not get out of order. The feeder consists of a revolving disk operated with cogwheels, and is run either with or without a drag belt.

The Marquis Feeder is not a new device; in fact, it has demonstrated its usefulness by practical, everyday use in many elevators, and the manufacturer has such confidence in its usefulness that he offers to put it in on 30 days' trial and remove it at his own expense if not found satisfactory. It is manufactured and sold only by Philip Smith of Sidney, Ohio, who will supply any further information desired.

The annual meeting of the Illinois Grain Merchants' Association will be held at Decatur, June 19. All grain dealers will be welcome.

The receipts of Manitoba wheat at Fort William and Port Arthur from Sept. 1, 1894, to March 25, 1895, was 9,239,629 bushels, the shipments comprising 9,218,046 bushels.

A bill was recently introduced in the Minnesota Legislature to authorize the state auditor to cancel the accounts of seed grain loans made by the state in 1877 and 1878.

The retention of an overcharge has all the effect of extortion and unjust discrimination against the person from whom its payment has been required, say the Interstate Commerce Commission in a decision just rendered, who hold that, when the refund of an excessive charge has been unnecessarily delayed for a considerable period, the officials responsible therefor become fairly chargeable with willful intention to violate the law.

THE CROPS OF 1894.

The thirty-seventh annual report of Geo. F. Stone, secretary of the Chicago Board of Trade, gives complete detailed statistics of the trade and commerce of Chicago and general statistical statements of the United States. We take the following clear and concise account of the crops of 1894 from his General Review, which is notable for its force and comprehensibility:

The yield of the principal grain crops, including corn, wheat, oats, rye and barley, aggregated 2,423,202,476 bushels, valued at \$1,035,067,710, as against 2,750,907,647 bushels and \$1,034,714,708, respectively, in the year 1893. There was an increase in the quantity of wheat and oats raised of about 87,000,000 bushels, and a decrease of 400,000,000 bushels in the quantity of corn; the increase, however, in the value of the crop of oats and wheat was larger than the decrease arising from a reduction of 400,000,000 bushels in the crop of corn.

The crop of wheat raised during 1894 aggregated 460,267,416 bushels, grown on 34,882,436 acres, valued at \$225,902,025, as against 396,131,725 bushels, the product of 34,629,418 acres, valued at \$213,171,381, in 1893, and 515,949,000 bushels, grown on 38,554,430 acres, valued at \$322,111,881, in 1892. During the year 1894 Ohio produced more wheat than did any other state, viz., 48,444,471 bushels; next in order

reduced this acreage to 62,582,000 acres. The crop aggregated 1,212,770,052 bushels, valued at \$554,719,162, as against 1,619,496,131 bushels, valued at \$591,625,627, in 1893, and 1,628,464,000 bushels, valued at \$642,146,639, in 1892. The average value per bushel was 45.7 cents, which is an increase of 9.2 cents over that of 1893.

This crop is distinctively and pre-eminently the American crop, the soil of every state generously responding to its cultivation. It finds its principal sale in home markets, only about 4 per cent. of it being exported. Its price, therefore, is based upon intrinsic and legitimate conditions, and is in harmony with the surroundings and demands of civilized labor and an ambitious citizenship. With our large supply of farm animals and our population of about 70,000,000, we are enabled to appropriate all our acres will yield of this grain without an undue reduction in price.

The crop of oats aggregated 662,036,928 bushels, produced on 27,023,553 acres, valued at \$214,816,920, as against 638,854,850 bushels, produced on 27,273,233 acres, valued at \$187,576,092, in 1893. It may be observed that, although the acreage was less in 1894 than in 1893, the yield and valuation were greater. The yield per acre was 24.5 bushels, against 23.4 bushels in 1893. The average value per acre was \$7.95, or \$1.07 greater than in 1893, and is nearly equal to the average value per acre for five years, from 1890 to 1894.

The volume, the acreage and the value of the crop exceed the average for the five years closing with 1894.

Illinois is the pre-eminent state in the production of oats, having grown last year 109,050,302 bushels on 3,020,784 acres, valued at \$31,624,588. Next is Iowa with 96,556,672 bushels, produced on 3,771,745 acres, valued at \$27,035,868; then, in the order of their production, follow Wisconsin, Minnesota, Indiana, New York, Ohio, Pennsylvania, Kansas, Missouri, Michigan and Texas. This crop is one of the most profitable of our crops, finding a ready market at home and not depending upon an export demand based upon competition with coun-

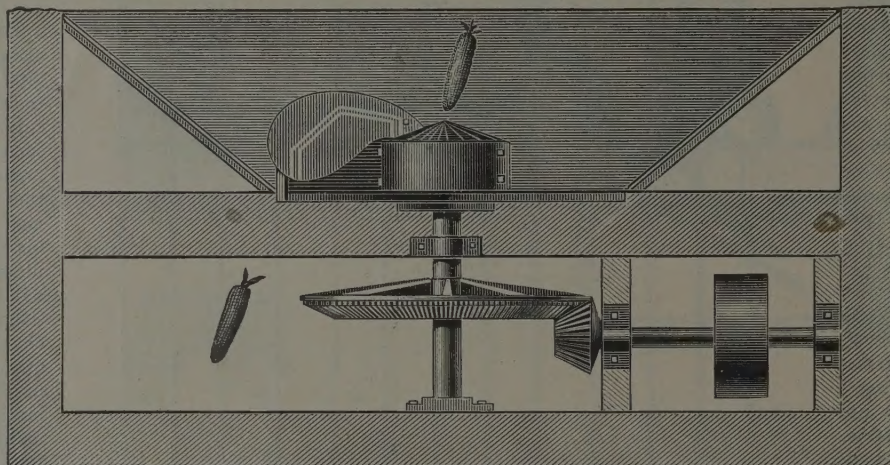
tries where labor has no civilized requirements. To bring our agricultural products, the fruit of enlightened and ambitious labor, into competition with the product of labor surrounded with most primitive conditions, and without the incentives to improved living which animate the American farmer, is a menace to our prosperity, an injury to our markets and a deliberate invitation to foreign surplus grain producers to place their value upon American grain—not merely upon the export quantity, but upon the entire crop.

The crop of rye aggregated 26,727,615 bushels, gathered on 1,944,780 acres, valued at \$13,395,476. The volume of the crop is somewhat larger than that of 1893, though the farm value is about \$217,000 less. Wisconsin produced more rye than did any other state, though the crop of Pennsylvania was but a little less. The following are the principal states in the order of the production of this grain: Wisconsin, Pennsylvania, New York, Illinois, Michigan, Iowa, Minnesota and New Jersey.

The crop of barley aggregated 61,400,465 bushels, produced on 3,170,602 acres, valued at \$27,134,127. The yield per acre was 19.3 bushels. The crop of 1893 aggregated 69,869,495 bushels, and was valued at \$28,729,386.

The estimated value of farm products of the United States in 1889 was \$2,460,107,454, and the estimated improved acreage 357,616,715 acres. The total area is 623,218,619 acres.

What with all the legislation, donations and contributions, people are beginning to feel a little curiosity as to what the capacity of those drouth sufferers might be. If they would see the needy farmer going to mill with his seed or feeding it to hogs no further explanation would be necessary.



AN EAR CORN ELEVATOR AND SHELLER FEEDER.

came Indiana with 43,644,064 bushels, followed by Minnesota with 37,752,453 bushels, and Kansas with 35,315,259 bushels; North Dakota came next with 33,635,900 bushels, followed by Illinois with 33,312,370 bushels, though the value of the Illinois crop was greater than that of Dakota. The proximity of the wheat area to a great exporting market must be taken into account in the proper consideration of the farm value of this crop; thus, for example, California's crop of 30,376,705 bushels was valued at \$17,314,722, while the crop of North Dakota of 33,635,900 bushels was valued at \$14,463,437. We do not forget to observe that the value of land is greater in the one case than in the other, but still the percentage of profit is largely in favor of the state showing the larger valuation. The crop of Nebraska was only 8,754,900 bushels in 1894, as against 10,687,889 bushels in 1893, and 15,670,000 in 1892, and 18,000,000 in 1891. This great state has suffered severely by drouth during the last two years.

The average farm price per bushel of the crop of wheat is estimated by the government statistician at 49.1 cents, making an average farm value per acre of \$6.48. The average yield per acre is estimated at 13.2 bushels. The average value per bushel is unprecedentedly low, and the total production, viz., 460,000,000 bushels, is about 17,000,000 bushels less than the average production for the last five years.

The crop of corn was much less than that of 1893. The United States Department of Agriculture states that but one year during the past thirteen shows a lower record, that of 1881, when the yield was 18.6 bushels per acre. The yield in 1894 was 19.4 bushels per acre. The average yield per acre for the last five years is 22.7 bushels. The area planted in 1894 was 76,000,000 acres, but severe drouth and violent winds

THE CENTAL OR THE BUSHEL.

In response to a letter of inquiry regarding the advantages and the disadvantages of the standard units of measure, the cental and the bushel, we have received the following:

PREFER THE CENTAL.

Editor American Elevator and Grain Trade:—I have shown your letter to several of our members and find that they generally agree in regarding the cental system for grain as preferable to bushel measurement, but that until Great Britain can be induced to adopt the cental system they are adverse to its adoption here, because of the inconvenience of trading on the two systems.

So far as compilation of statistics is concerned, I do not see that it is of much consequence whether cental or bushel system prevails, but from date of adoption of cental system it would, of course, be necessary thereafter in all comparisons with years prior to such adoption to convert bushel records into centals.

Yours truly, GEO. HADRILL,
Secretary Corn Exchange.

Montreal, Que.

THE CENTAL IS THE PROPER STANDARD.

Editor American Elevator and Grain Trade:—Replying briefly to your request for my views on the advantages and disadvantages of the adoption, by the grain trade, of the cental as a standard unit of measure to take the place of the bushel, would say that the advantages would be of a permanent character while the disadvantages would be temporary, although I think quite serious to business for considerable time.

One of the principal benefits of statistics is that they bring the subject into condensed form for comparisons. If you change the standard, adopting a new unit of measure in all comparisons, it would be necessary to reduce both tabulated statements to the same unit of measure. In order to make the cental the standard all previous statements in bushels that it would be desirable to compare the new statement with would have to be reduced to the new standard. The work would naturally be immense, as more or less of that work would have to be done in every office where business is transacted that brings into use this measure.

Without investigation I would say that the first year of the adoption of the cental would practically complete the extra work, but that such work might well be regarded with apprehension on account of the vast amount of toll that the change and comparisons would entail.

In my judgment there is no other proper standard of measure in the grain trade than the cental, but, for the reasons stated, any effort to make the change would be met with a great deal of opposition, and no little confusion.

Very truly yours, G. D. ROGERS,
Secretary Chamber of Commerce.

Minneapolis, Minn.

OPPOSED TO CHANGING THE UNIT OF MEASURE.

Editor American Elevator and Grain Trade:—You ask my "views on the advantages and disadvantages of the adoption of the cental as the standard unit of measure to take the place of the bushel in the grain trade."

I am nearly 78 years of age and it is a tolerably long life, and has been a busy one. It has been devoted to the bushel as the grain measure, and can an old Ethiopian change his skin? But changes—if not decay—all around I see, and I may live to witness this change from the bushel to the cental measure, which you say you feel certain is not far distant. I don't like it. If we had commenced commercial and mercantile life on that system doubtless we should be in love with it, but I am incapable of estimating the advantages of swapping systems, under existing conditions, compared to the disadvantages, including the break in correspondence and comparisons with previous and long continued tables of figures.

It would require long years for the cental system to give to the current mind the stamp of quantity that is now conveyed by the bushel measure. The cental has made no impression on our business methods in over 100 years. I don't quite recall how it obtained standing in California, unless we found it there when

we acquired the state. It has made but little progress anywhere. Liverpool in England has adopted it, but London has not, and the United Kingdom has not. If the United Kingdom and the continental states in a general convention will adopt it, the United States ought to, and would, agree with them. If in such an agreement we could reform the various and cumbersome methods of measure now existing it would be worth any sacrifice I can think of. When the Russian pood, the German and Belgium kilogram, the French hectoliter and the English quarter can be reduced to the cental, I will agree to squat in my opposition. Meantime, I am too stupid to discover what this country alone would gain by the attempt.

Respectfully yours, DENISON B. SMITH,
Toledo, Ohio. Secretary Produce Exchange.

THE CENTAL SYSTEM OF WEIGHTS AS APPLIED TO THE GRAIN TRADE.

[Paper read before the annual meeting of the Winter Wheat Millers' League at Louisville, Ky.]

THE AMERICAN ELEVATOR AND GRAIN TRADE inaugurated in the January number of that publication a movement toward at least a discussion of the desirability, if not the adoption, of the cental system of weights by the grain trade of the United States.

The first article and the subsequent comments, brought out by the request of the writer of it, show an interesting uniformity in the demand for the adoption of this sensible system of calculations, which makes an observant reader wonder that such a progressive movement should not long ago have met with a leader to carry it through to a successful conclusion. The advantages of the cental system over the old bushel method, so long in vogue, are so manifold and apparent they need but little argument or discussion to convince a skeptic of the cental's merits, and from the letters elicited by the article it would appear that united action only is needed to bring about the desired end. It is to direct attention to the manner of securing this unity that this paper was written.

It is a self-evident fact that the grain trade of this country largely feeds upon the demand of the millers, and it would follow logically that, should the millers of America, through this and other associations, demand the adoption of the cental system of weights, reasonable consideration of the demand would be granted, and it is reason only that is asked by the most pessimistic supporter of the cause. The success and satisfaction attendant on the adoption of the cental as a unit by the American Seed Trade Association in 1892, and by the grain trade of the Pacific Slope, so many years ago, would add to the avidity of the grain men in responding to a well presented demand from the millers, bakers and retailers of mill stuffs and grains; and it need not be a matter of years until mill men, grain handlers and storekeepers, all alike, could revel in the convenience of the system, should the Winter Wheat Millers' League, with its well earned reputation for push and perseverance, take up and champion the proposition.

Not that the writer feels that there is a necessity for it, but with perfect propriety, he thinks, a few advantages of the system to the modern flour miller may here be touched upon. With the adoption of the cental of 100 pounds as the unit for wheat measurement, it would quickly follow that this same weight would be used as a standard unit of measure for all its products. Let us look then to the features of the system as applied throughout the manufacture and sale of our outputs. To illustrate a point let us take those discriminating quotations of the Indianapolis wheat market: "Wheat 66; wagon wheat 60" (these are the quotations in to-day's *Journal*; Heaven only knows, and will not tell, what will be current on the day this is read). Just think a moment with what alacrity our overworked wheat clerks would sing out at the very sight of the scale tickets the exact and correct amount due the seller of the grain. A wagon load, say 2,754 pounds, at \$1 per cental, would bring the waiting farmer an equal number of dollars and cents in such a short space of time he would perhaps overlook the seldom-lost opportunity of making his little kick

against "times and crops." Should the ticket be for a car of say 37,000 pounds, at the Indianapolis rate of 66 cents per bushel, or \$1.10 per cental, \$407 would be written to the credit of the shipper in less time than was formerly taken in reducing the pounds to bushels. This advantage is too easily seen to take time to explain it, so let us also skip over any mention of the ease by which accounts of stocks might be kept if the cental and decimal fractions were used, and pass on to a point which many may have never given a thought, viz., the misuse of the word "yield" as applied to the internal economy of our mills.

The Century Dictionary says, "Yield, that which is yielded, also, that which is obtained by labor, etc." Now, a barrel of flour does not yield 4:35 bushels of wheat no more than it yields a ton of coal, so while an acre of land yields a crop of 20 bushels of wheat, and a bushel of wheat yields to the farmer an income of 60 cents, our "yield" under the present system is 196 pounds of flour yielded from 4 bushels and 35 pounds of wheat, and not the reverse, as we all erroneously say. But with the adoption of the new method we would no longer need to make apologies to the compiler of our language for the distortionate use of the word, but instead our books would show and our affidavits affirm that instead of a yield of 4:35, as now, our yield would be from a cental, or 100 pounds of wheat, 71.2 pounds flour, 27.2 pounds offal, and 1.6 pounds waste; of the first of which 35 per cent. is patent, 58 per cent. clear, and 7 per cent. low grade, according to our clean-up. This point in itself would relieve in a great measure the strain on the brain pan of at least one weary miller, who recently addressed a circular letter to his competitors, asking whether in the calculation of their "yields" they used 196 or 192 pounds to the barrel, or both indiscriminately, as the orders came. The use of the cental system, as described above, would never have been presented such a question to him.

Here might be broached another point that would bring joy to the heart of the ambitious miller who loves a large capacity. A large increase (for letterhead purposes only) would be afforded without the attendant cash outlay for additional rolls and reels. One enterprising mill has already grasped this line of reasoning, and while operating a plant with a daily output of 1,000 barrels proudly nails to its letterhead a graceful streamer directing attention to their present capacity of "1,500 140-pound bags." With equal enthusiasm and pardonable pride might we not all substitute for a given number of barrels' daily output twice that number of centals?

The comfort and the common sense of the proposition are no less apparent in the selling of the products than they are in the purchase of the wheat and its manufacture; given the cost of any grade of flour per 100 pounds, it is but a moment's calculation for the quick transition into the consumer's unit, either the standard 196-pound barrel, the 192 pounds of the Southern states, the 220½ of the continent, or the 280 pounds or the 224-pound quarter of the United Kingdom. Thus we would all be speedily equipped for furnishing quotations and shipments like our esteemed North Dakota competitor "to any point on the plant."

In connection with this last point is it not easy to see that the steamship managers would quickly follow in our work, and thenceforth furnish ocean rates in cents per 100 pounds instead of the present confusing shillings and pence per English long ton "and prime-age?"

Against a step forward of this magnitude many croakers will, of course, be found, and plenty of them are no doubt in this room now, mentally formulating all sorts of protests against the use of the common sense and approved methods as proposed, against the old foggy system instituted in the time of Henry VIII, King of England. But let us not stop at the silly tests of these back numbers, and with our already established reputation for broad-mindedness and progress take this step forward and ally ourselves as champions of the system proposed. With an active interest by our members and an energetic publication of our action, and the earnest solicitation for coöperation by other milling associations, and the boards of trade throughout the states, may we not hopefully look for the early adoption of the cental as a unit by the grain and milling trades of America?

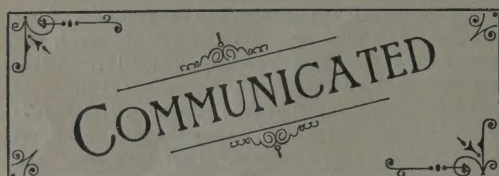
LET'S KEEP UP OUR SPIRITS.

There is life and hope for all
In Nebraska;
We have seen the waters fall
In Nebraska;
She has all the rain she needs
For a bouncing crop of weeds
Of the choicest Russian breeds,
In Nebraska.

Leaves are sprouting on the trees
In Nebraska;
Grass is half way to our knees
In Nebraska;
All the land is clothed in green,
And we'll cut with sickle keen
Biggest harvest ever seen
In Nebraska.

We have seen it tough out here
In Nebraska;
But we haven't lost our cheer
In Nebraska;
With more sand perhaps than soap
We are clinging to the rope;
And we have good cause for hope
In Nebraska.

—From Nebraska State Journal.



[We invite correspondence from everyone in any way interested in the grain trade, or all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

LEASED ELEVATOR.

Editor American Elevator and Grain Trade:—Please stop my advertisement for an elevator in the AMERICAN ELEVATOR AND GRAIN TRADE. I have leased an elevator and will take charge of it in July. I did not think I would get so many answers to my ad.

Yours truly, W. E. KINSELLA.
Madison, Neb.

IMPROVING ELEVATORS.

Editor American Elevator and Grain Trade:—Business is improving in our line of millwrighting, elevator and mill machinery and supplies. W. M. Darter will build an elevator at Ladoga, Ind. Robert Ashby will remodel his elevator plant at Ladoga, Ind. I am placing a new feed mill and ear corn conveyor in Crabb & Reynolds' elevator at Crawfordsville.

A. H. RICHNER.

THE HARDEST-WORKED AND POOREST-PAID INDIVIDUAL IN THE TRADE.

Editor American Elevator and Grain Trade:—We have been in the commission business for the past 30 years and we can truthfully say that we believe the commission man to be the hardest-worked and the poorest-paid individual in the country. Our charges for selling are 1 cent per bushel on wheat and corn and ½ cent on oats. We make advances upon shipments not to exceed 75 per cent. of its value at destination. We have not suffered much through misstatements or overdrafts by grain shippers, but cannot say as much for hay shippers. Last January we had a narrow escape from being victimized by a bogus bill of lading for three cars of oats coming from Kouts, Ind.

Yours truly, R. McKNIGHT & SONS.
Philadelphia, Pa.

FREQUENTLY IMPOSED UPON BY OVERDRAFTS.

Editor American Elevator and Grain Trade:—All commission merchants are not alike. We consider our risks greater and our profits, through the medium of commissions, smaller than in any business extant. We honor drafts for 75 per cent. of the estimated value, and, we regret to say, the amount advanced often proves to be as high as 90 or 100, and sometimes 110 per cent. We remit balance with account sales after we collect for the goods. Our commissions are, for corn and oats ½ cent, wheat 1 cent, flour, millfeed and corn goods 2½ per cent., seeds 1½ per cent., hay \$1 per ton and 6 per cent. interest on advances. We are

frequently imposed upon by overdrafts and misrepresentations.

YORK STATE.

SHIPPING AT TACOMA.

Editor American Elevator and Grain Trade:—According to the report of the harbor-master of the port of Tacoma, Wash., for the month of February, the total exportation of breadstuffs was as follows: Flour, 39,344 barrels, valued at \$93,668. The inward registered tonnage was 38,857 tons; outward registered tonnage 41,443 tons; inward cargoes, 5,060 tons; outward cargoes, 48,287 tons. The deep sea arrivals were 30.

SAMUEL COLLYER,
Secretary of the Tacoma Chamber of Commerce.
Tacoma, Wash.

WANTS THE BUSHEL RETAINED.

Editor American Elevator and Grain Trade:—I notice that you are offering the columns of your journal for a free discussion of the advantages and the disadvantages of the cental system. A writer in a recent issue of the AMERICAN ELEVATOR AND GRAIN TRADE placed the proper foundation for his argument when he said that in advocating a change we should consider the benefits to the country at large and not the good which would accrue to individual localities. I think that is the proper idea, and if the greatest number of dealers would be benefited by the change I should be the last one to oppose it.

I wish to represent the case of an Eastern dealer who is supposed, by reason of the difference in the number of pounds in the bushel here and in the Western market, to have a "good thing." It is very clear that if we could buy, let us say oats, in a market where we can get 32 pounds to the bushel and sell in a market where we can estimate 28 pounds to the bushel, we have an extra profit of 4 pounds with every bushel. But to those who desire to know, I will let them into the secret that we can rarely take that profit, even with our buying and selling price so adjusted. Competition with us has grown so great that every small advantage which we can obtain is utilized in order to sell our products and keep up the activity of our trade.

Why then should I oppose the cental system? For this reason: Our trade has grown to depend, to a greater or less extent, upon this competition that is engendered and made possible by our present methods. This competition has grown up with our present system; it has come to be a part of it, and I think that any disarrangement of our system would be detrimental to the life of our trade. Custom is of very slow growth, but when it has become firmly established its methods or usages are not very easy to change. It is so with our present methods of buying and selling. We have grown accustomed to them. They suit our requirements. We do not desire any change.

Very truly, EASTERNER.

SHOULD CHAMPION GOOD ROADS.

Editor American Elevator and Grain Trade:—I am glad to see that the AMERICAN ELEVATOR AND GRAIN TRADE gives some space to the advocacy of good roads, for to my mind there is scarcely anything short of the crops themselves that have a better or worse effect on the elevator business than roadways. This applies whether the roadway is iron, water or earth. Especially does the country elevator man have to depend upon good roads for a good business. If the farmer can get to the country buyer with comparative ease business is not retarded; but when a farmer has to drive two to thirteen miles along a muddy country road business will be unnaturally depressed.

The old Romans had some admirable ideas as to what roadways should be. They built them all around the known world. But every road led to Rome, and that was a mistake. Latter-day wisdom decrees that there should be good roads to every market. With a good road a saving can be effected by the farmer of fully three-fourths of the cost of hauling, for it has been demonstrated by actual experiment that where one ton can be hauled on a muddy earth road, four tons can by the same power be hauled on a macadamized roadway. This means that the farmer will bring more grain to market, and seek after the little luxuries of the land and not be satisfied to consume his own products.

There is nothing very original in all this; those facts

are well recognized to-day and it only remains to execute the demands of the people. But there is a significance in the needs of good roads. The movement for good roads has grown until it has assumed the proportions of a national necessity. There is a growing demand in the grain trade for a lowering in the cost of production, and it is to be hoped that much can be done toward cheapening the cost of getting grain to market by creating good roadways. The United States is competing in the grain markets of the world with all the other great grain growing countries. Argentine (so formidable before this last crop!) has very poor facilities for getting her grain to seaports. The farmers are not always blessed with anything like a road, and railroad facilities are poor and undeveloped; Russia and India are in the same condition regarding roadways. But these countries are taking rapid strides in the direction of adequate facilities, and Russia puts on her seven-league boots when she gets on the right track.

Fact is, I believe the necessity for good roads is not overestimated. The subject has been worked up for some few years in this country and numerous states have taken decisive action. But, pending any real and substantial improvement, and from the fact that it will take some years to improve roads materially, even if every state were willing to undertake the job, I think farmers should be urged to adopt the wide tire on wagons. A wide tire will enable a farmer to more than double the load without increasing the work of the horses. The Minnesota Legislature offers a discount of road taxes for the adoption of a wide tire, and other states have legislated against narrow and for wide tires. I believe the wide-tired wheels are made adjustable to a wagon at not much greater expense than the ordinary wheel, so the farmers can really have no objection to adopting them. I think that we as country elevator men and grain buyers should do all in our power to advance the cause of good roads and wide tires.

PRO PUBLICO.

OUR BOSTON LETTER.

Editor American Elevator and Grain Trade:—Business has been better for the past month than for some time. The sharp advance in corn and wheat has been sustained, and corn has at last reached 60 cents in the East. With the opening of the lakes, shipments of large quantities of corn came into the New England states, a large lot of which was winter loaded. With very few exceptions this corn has arrived in good condition, notwithstanding the recent warm weather.

There has been a good demand for near-by feed, with a small supply, thus enabling the holders to get a good premium for their stock. Business in general throughout the East is improving.

RECEIPTS FOR APRIL.

Articles.	1895.	1894.
Cotton Seed Meal, tons.....	262	28
Corn, bushels.....	178,980	458,229
Wheat, bushels.....	593,264	176,888
Oats, bushels.....	433,680	326,175
Rye, bushels.....	715	.....
Mill Feed, tons.....	1,858	1,299
Oatmeal, sacks.....	5,016	600
Oatmeal, barrels.....	4,120	3,245
Cornmeal, barrels.....	2,740	5,908
Malt, bushels.....	38,890	98,465
Barley, bushels.....	8,740	12,386
Hops, bales.....	1,145	871
Peas, bushels.....	3,340	1,600
Buckwheat, bushels.....	.....	.....
Flour, barrels.....	125,826	120,193
Flour, sacks.....	98,004	114,351
Hay, cars.....	790	1,652
Straw, cars.....	70	75

EXPORTS FOR APRIL.

Articles.	1895.	1894.
Wheat, bushels.....	658,645	361,990
Corn, bushels.....	362,567	714,047
Oats, bushels.....	8,515	4,911
Peas, bushels.....	1,556	.....
Barley, bushels.....	.....	600
Buckwheat, bushels.....	.....	9,115
Cornmeal, barrels.....	1,973	4,197
Oatmeal, barrels.....	2,498	576
Oatmeal, sacks.....	151,042	143,829
Flour, barrels.....	33,042	37,486
Flour, sacks.....	151,042	143,829
Mill Feed, bags.....	5,360	2,854
Hay, bales.....	28,791	79,876
Straw, bales.....	.....	.....

The firm name of Stratton, Merrill & Co., Concord, N. H., has been changed to Stratton & Co. The mem-

bers of our Exchange interested in baseball met a few days ago and formed a committee, composed of E. J. Kilduff, W. R. Davis, F. S. Davis, D. K. Webster and E. F. Chapham. It is proposed to organize a team to play teams from other Exchanges, especially New York.

BUNKER HILL.

GUARANTEE QUOTATIONS.

Editor American Elevator and Grain Trade:—Commission men do not always get the big end of a deal; they often get it where the chicken got the ax. In grain or feed we always accept drafts in full for value against bill of lading, as we find the grades and weights to be correct about nineteen out of twenty times. For the last six months we have unloaded an average of five cars per day without having to make a single complaint in regard to either weight or grade. But when we mention hay we seem to be in an entirely different business. We pay 75 per cent. of the supposed value on hay and the balance as soon as cars are sold; and we have had instances where the shipper overdrew his account about 25 per cent. At the same time we have some shippers to whom we would pay full value if they wanted it.

We have mostly regular shippers who ship to us the year round. We have no trouble to keep them, but, just to the contrary, we have trouble to get them to stop shipping, and very often have more hay on track than we can unload. The reason for this is that we guarantee our quotations. When we say we will get 70 cents for No. 1 we get it. The only time we do not get it is when the shipper says he shipped No. 1 and we unload the car and find No. 3. In a case of this kind we have the car graded by the New York Produce Exchange inspector and forward the certificate. But even then some shippers are not satisfied and think the commission man and the inspector dishonest.

This most often occurs where the shipper did not see the hay himself and had some old, reliable and faithful man, working for \$8 per week, report the hay good. But he forgets to tell his boss if it is good No. 1 or good No. 3, as he thinks it is sufficient when he says it is good. When the shipper gets his returns he calls his man to the office and asks him about it. The man will generally report that "it was not all just No. 1, but it was good hay." What fairer business can anyone expect when the commission man says to the shipper, you guarantee the grade and we will guarantee the price we quote? That is what we say at all times, and if the hay is not what the shipper represents it to be we let a disinterested party grade it and say what it is.

We can recall instances that occur regularly, mostly through new shippers who are not broken into the business. This instance occurred only a few days ago: We received a letter from a new shipper asking what we could get for No. 1 hay. We answered quoting No. 1 70 cents. This was a New York state man, so it took only a few days to get his answer. He stated that he had three cars he would load and try our market. A few days later Mr. Shipper walks into our office and, introducing himself, asks if his hay has arrived. We told him it had not, but to call the next morning. The next morning the hay arrived, and as we had other cars on our switch he was obliged to call again. The third day he saw his cars unloaded. The first one contained 40 bales No. 2, the balance No. 3; the other two cars contained No. 3 only. Of course, he was surprised at the quality, and he thought it was changed in transit. He said he could only see a few bales of the best at the farmer's door when he bought it, and took it all for No. 1. He asked us to do the best we could for his hay, and left saying that if he had not seen the cars unloaded and if we had sent him inspector's certificates he would have called us both skins.

Such instances occur frequently. We do not believe that commission men generally guarantee their quotations, and perhaps some may even quote a price occasionally a little higher than they really expect to get. This is probably where the most complaints arise. On the other hand, there are a great number of shippers who always like to bill their hay a grade higher than it really is. They should always remember that there is a top of the grade and a bottom. When a shipper gets, say, a good No. 2 hay, or the top of the grade, he thinks it is very nice looking and ought to pass for No. 1. We think a little different and get only top

price for No. 2, which will naturally be a little below price for No. 1.

Some people may think it a little queer that we guarantee our quotations. We do this because we limit the shipper to a certain number of cars and tell him just what we can use. If all dealers would do this we think it would not allow the markets to be overcrowded so often, and at the same time the consumption would be just the same at the end.

Yours respectfully, GEO. N. REINHARDT & Co.
New York City.

BUSHEL IS GOOD ENOUGH.

Editor American Elevator and Grain Trade:—I have read in the AMERICAN ELEVATOR AND GRAIN TRADE considerable correspondence in relation to changing from the bushel measure to the cental or 100 pounds. I fail to see any good in such a change. There is not a single good argument, in my estimation, in favor of the change. In the beginning, something like 400 years ago, more or less, the pilgrim fathers ordained that a certain number of cubic inches, I think 2,510, was a bushel. At that time scales were not much in use, and all grain was sold by measure. But that did not prove to be a very accurate way, for the amount of grain one could get in a measure varied somewhat, according to the manner of filling the half-bushel. The buyer was inclined to shake it down and round it up, while the farmer, if he handled the scoop shovel, would become paralyzed before he could get it fairly even full.

So that kind of measurement was little better than a guess, and as soon as scales came into general use there was a remedy which was speedily adopted. It was ascertained that a bushel of oats would weigh about 32 pounds, a bushel of wheat 60 pounds, and so on through the list. That rule was adopted, and has been almost entirely the prevailing custom; and it has proved entirely satisfactory during all this long number of years. A single exception, I believe, is California, which to some extent has used the cental. But in California they sometimes speak of tons; they say, for instance, that the wheat crop of California is estimated at so many tons. And then the confusion and uncertainty commence, and the people of all the other states, and I presume California as well, and perhaps foreign nations, set to figuring to reduce it to bushels before they can fairly comprehend what the California crop amounts to or judge of it by comparison with previous years.

You may reduce the grain measurement of this country to centals to-day and give estimates and figures of the crops of grain in store, of grain exported, etc., and the first thought of all the people will be to reduce it to bushels. If the grain dealer in the country quotes the farmer a price per 100 pounds, in ninety-nine cases out of a hundred the first question will be, "How much is that a bushel?" That would continue to be so for the next hundred years. The farmer is familiar with the bushel business; it has become second nature to him, an intuition, a sort of inspiration that guides him into all truth, and he understands what you are talking about when you speak of bushels.

Someone has said that the standard of weights is not uniform in the different states. Yes, I believe that in one or two states 34 pounds is a bushel of oats, and I think that in one or two states the standard weight of timothy seed is a pound or two more or less. But the difference in that respect is so slight that it cuts no figure. Another argument is that it is so much more quickly figured by 100 pounds. There may be a small difference, not much, however, and in many examples none at all. But even if there is, it cuts no figure, for grain men nowadays are not crowded for time to do their figuring. Another says that foreign countries will adopt our cental system. Foreign countries have been very slow to adopt our bushel, and we have no good reason to think they are more likely to adopt the cental; each has its favorite form of weights and measures, to which it is as firmly wedded as we are to the bushel. Another argument for the change is that everyone without a thought knows what 100 pounds is, but does not always remember the standard of weights for the different kinds of grain. To all such I can only recommend that they have the table printed and pasted in the top of their hats; and they can still keep talking cental through the tops of the same hats.

The seed men of Chicago have undertaken to inau-

gurate the cental system. They quote mostly per 100 pounds, but at the same time they see the necessity of giving in another column the price it would be per bushel. There is not much time saved there; but it is very considerate, at least, for that is just what people want to know, and will so continue for the next one thousand years. The farmer knows how many bushels is required of the different kinds of grain or seeds to seed an acre, but never will know how many pounds is required. Of course he could learn that by some figuring, if it was necessary to learn it, but he does not have to. He has got the bushel in his mind, and all your new theories will not get it away from him. The next thing some genius of the nineteenth century will tell us that the ton is not the proper thing. He will argue that while 2,000 pounds is a ton, someone might forget and naturally conclude that 1,000 pounds was a ton, and thus lead to endless confusion. Again, we might be told that molasses and whisky should no longer be sold by the gallon, but by the pound. How could the saloon man tell how many drinks there were in 100 pounds, or how much water was required to bring it up to the proper standard? His estimates are all based on the good, old-fashioned gallon.

There is quite a strong sentiment with this generation for great radical changes, many of which are strides in the right direction, while many new departures are not as good as the old ways. I feel very much like the good old Baptist deacon who, when asked what he thought of the enforcement of the Monroe doctrine, replied that he did not care to give any thought to any of these new-fangled doctrines; that the good old-fashioned Baptist doctrine was good enough for him and had been for nigh on to 30 years. No, I say, leave us the old-fashioned bushel, with which we are so familiar, and in which we fail to see any faults.

Delavan, Wis.

N. W. HOAG.

THE METRIC SYSTEM IN GREAT BRITAIN.

It is naturally a matter of difficulty to bring about a change in a matter widely affecting the commercial relations of a conservative people, and it is scarcely to be wondered at that up to the present the efforts made to secure the introduction of the decimal system of weights and measures in Great Britain have had little practical effect. It is worthy of notice, however, that the agitation for the adoption of this system goes on without cessation, in spite of the obstacles in the way.

The last occasion upon which the sentiment of the commercial classes of the United Kingdom in relation to the question received expression was at the thirty-fifth annual meeting of the Associated Chambers of Commerce of the Kingdom, held in London last month.

On the second day of the session of the chambers a resolution was moved declaring that the association learned with satisfaction of the willingness of Her Majesty's government to appoint a select committee for the purpose of ascertaining whether any and, if so, what changes had become necessary in the British system of weights and measures, and in order to give full effect to the repeated expressions of opinion of the association in favor of the adoption of the metric system of weights and measures, the executive council of the association should be requested to collect evidence from members of the association, with a view of placing the reasons for the desired reform forcibly before the intended committee, and to submit evidence in support of a bill for the amendment of the weights and measures acts, with the object of removing doubts as to the legality of traders engaged in export business possessing and using metric weights and measures for export trade purposes, provision for the verification and stamping of which, on comparison with the Board of Trade metric standard, being already made in those acts, for the purposes of science and manufacture.

This resolution, after some debate, was unanimously adopted by the chambers.

A member of the Canadian Parliament charges that "the wheat inspector at Fort William makes \$25,000 out of the farmers of the Northwest."



The Kohse Brewing Company has a new brewery at Peoria, Ill.

The Hoosick Falls (N. Y.) Brewing Company has a new brewery.

Geo. W. Bashford has established a new brewery at Medford, Ore.

It is reported that a large brewery is to be erected at Bangor, Wis.

W. M. Linnett has erected a new brewery at North Plainfield, N. J.

A brewery has been erected at Union, N. J., for Diedrich Wahlers.

F. G. Klein & Co., brewers of Burlington, Wis., have a new brewery.

A new brewery is reported to be under contemplation at Buffalo, N. Y.

Diamond & Howarth have succeeded the Juliaetta (Idaho) Brewing Company.

The new brewery of the Gallivan Company of Philadelphia, Pa., is completed.

The Jefferson (Wis.) Brewing and Malting Company has completed its new brewery.

There is a movement on foot at Kingston, N. Y., to establish a beer and ale brewery.

The International Brewing Company has succeeded Philip Guckes & Sons of Philadelphia.

A. G. Van Nostrand intends to make extensive additions to his brewery at Boston, Mass.

M. J. Cohn & Co.'s brewery at Juneau, Alaska, was burned on April 15, at a loss of \$70,000.

E. Mingle has succeeded to the business of True & Mingle, brewers of Salmon City, Idaho.

C. M. Conrad is overhauling and making improvements in his brewery plant at Erie, Pa.

The F. Molt Brewing Company has been dissolved, Frederick Molt continuing the business.

It is estimated that 480,000 bushels of barley have been malted at Clyde, N. Y., this season.

Howard & Childs, brewers of New York City, are about to build additions to their brewery.

Martin Meyer has succeeded to the brewing business of Martin & Son at New Alsace, Ind.

The Galveston (Texas) Brewing Company has been incorporated with a capital stock of \$400,000.

The Commercial Club is negotiating for the establishment of a large brewery at Vernon, Texas.

The Fair Hill Brewing Company has been incorporated at Philadelphia, with a capital of \$200,000.

The L. Brosemer Brewing Company has been incorporated at Oswego, N. Y., with a capital of \$50,000.

The Bavarian Brewing Company of Covington, Ky., contemplates the erection of additions to its buildings.

The Geo. W. Flach Brewing Company has been incorporated at Nanticoke, Pa., with a capital stock of \$10,000.

The Wm. J. Lemp Brewing Company intends building an additional brewery at Dallas, Texas, to cost \$250,000.

The John Brenner Brewing Company of Covington, Ky., will erect a new brewery and millhouse on the site of the present structure. A complete modern plant will be installed.

The prospects of the barley crop in England and France are good, and a larger area has been sown in the latter country. In Germany, however, sowing was very backward, and it is doubtful whether the

usual area will be sown. In Hungary it is stated that less has been sown, but the prospects are not unfavorable.

The thirty-fifth annual convention of the United States Brewers' Association will be held at Milwaukee June 12-13.

Receivers have been applied for to take charge of the brewing business of Packham, Dewitt & Co., Baltimore, Md.

Gerhard Willers has established a brewing business in Alva Township, Oklahoma Territory, for which a new brewery was erected.

The Lion Brewing Company has been incorporated at Baltimore, Md., with a capital stock of \$100,000, to operate the former Summerfield Brewery.

The St. Louis Brewing Company of Ellensburg, Wash., has been incorporated with a capital stock of \$15,000, and will probably erect a new brewery.

The Quinnpiac Brewing Company of New Haven, Conn., has purchased George Ringler & Co.'s ale brewery at that city. It will be dismantled.

The Chicago Crescent Company has obtained control of a method of manufacturing crypto-malt, recently patented by Chas. L. Hart of Chicago, Ill.

The Westphalia Brewing Company has been consolidated with the Eckhardt-Becker Brewing Company at Detroit, Mich. It is stated that the Westphalia Brewing Company's plant will be abandoned.

F. Steigerwald, United States agent for F. E. Otto of Dortmund, Germany, has brought suit against the Adam Gettelman Brewing Company at Milwaukee for infringement of patent of Otto's grain drying machines.

Barley malt aggregating 8,397 bushels, valued at \$5,097, was imported during the nine months ending with March, against 1,557 bushels, valued at \$1,901, imported during the nine months ending with March preceding.

A well-known grain man said recently that if the producer would thresh his barley better it would reduce a great deal of prejudice in foreign markets caused by a considerable proportion of the barley being broken or skinned.

The floor of the Wisconsin Malt and Grain Company's small grain warehouse at Appleton, Wis., sagged several inches May 3, and let a quantity of grain escape to the ground. There was 5,000 bushels of barley stored in the house.

Richard R. P. Schmiededecke of Charlottenburg and Emil O. Gade of Berlin, Germany, have recently taken out a patent in the United States for a new malting drum. The machine consists of a drum in the center of which is a large revolving pipe. To this are connected shorter pipes for distributing air.

In 1889-90 imports into the United States of Canadian barley amounted to 11,327,052 bushels; in 1890-91 they fell off to 5,076,471 bushels, and in 1893-94 they amounted to 790,784 bushels. Of malt, of which the United States imported 213,135 bushels in 1889-90, none was imported in 1893-94. In 1881-82 Canada sold in the United States 1,128,639 bushels of malt.

Regarding statistics of the brewing business of England for the year ending last September, a British journal says that the brewing business of that country is retrogressing. Not only is there less barley employed, and more sugar used in its place, but the diminution in malt is not compensated for by the increased quantity of sugar brewed; so that although the amount of duty paid is larger than in any previous

year, it is obtained from a smaller number of barrels of weaker beer and beerine, at a higher rate of duty per barrel.

The fifth floor of the malt house of the L. Bergdoll Brewing Company at Philadelphia collapsed recently under the weight of about 10,000 bushels of malt. The floors below also gave way, precipitating the entire contents of the malt house into the cellar.

The heirs of S. L. Gillett, who was a heavy stockholder in the Hauser & Sons Malting Company of St. Paul, Minn., have brought suit to restrain the further payment of salary to Albert Scheffer, the president of the company. The bill filed states that Scheffer draws a large salary for merely nominal services; that no dividends are ever declared, and that Scheffer draws his salary through the influence of friends who hold the major portion of the capital stock.

Chas. Kaestner & Co. of Chicago have received orders for furnishing the following machinery: Great Western Manufacturing Company, Leavenworth, Kan., one 24-inch Kaestner Mill, one 20-inch Kaestner Mill; the English Supply Company, Kansas City, Mo., two 16-inch Kaestner Mills for export; Centennial Brewing Company, Butte, Mont., conveying machinery, etc.; Franklin Brewing Company, Boston, automatic scale, 1,200 bushels an hour capacity; the St. Louis Brewing Association, St. Louis, for Heine's branch at East St. Louis, through Messrs. Essmuller & Barry, general contractors, one 17-foot Kaestner Patent Hydraulic Mashing Machine and Non-Explosive Malt Mill. The company's new plant will be ready in September. In the meantime it is filling all orders, as usual, on time.

THE MONITOR MALT-DEGERMINATING MACHINE.

"Clean your malt!" is beginning to be heard from brewers to maltsters, and the cry is bearing fruit. There is no question but cleaned malt is the only kind that maltsters will ship in the near future. In fact, it is the only reasonable way for brewers to buy it and the fairest way for maltsters to handle it. The brewer knows then just the amount he receives, and hence can make his calculations accordingly. The best authorities claim that cleaned malt will keep much better than malt stored with the sprouts, and less storage room is required. As the advantages are too numerous to mention, one might ask what are the objections? Carefully considering the matter, we can find no reasonable objections. All the new and most improved malt houses are now fitted up to do this work, and do it thoroughly, and if it is right for them it is equally right for the old-style houses.

We do not claim that maltsters should so clean their malt that the brewers should be able to grind it without further cleaning, for it makes no difference how well a maltster may clean, the brewer will find it advantageous to give it an additional cleaning before using. Haphazard brewing will no longer go. The advanced brewer must take advantage of every circumstance to improve his product. Our leading brewers well know this, and have practiced it for years, hence the position they occupy. It is a simple thing, yet simple things are the ones most neglected.

With these advantages in favor of cleaning, brewers and maltsters will value highly a machine which will thoroughly clean malt. The makers of the Monitor Dustless Malt-Degerminating, Polishing and Separating Machine, which was perfected after years of experimenting, claim that it will do this work thoroughly. This machine will treat malt gently and remove all sprouts and germs without removing any husk. It cleans the berry and frees it from all dust and impurities, leaving the malt polished.

In the operation of this machine the malt is drawn from a garner into a hopper to an automatic feed, which is constructed with a regulating valve, operated by a thumb-screw, and with an oscillating valve operated by two levers or arms connected with each side of the shoe, by which means a perfect and positive feed is secured at all times.

In the hopper is a degerminator, which is so constructed that it will remove the germs or sprouts, and not break or injure the malt. With this one can handle the most tender as well as the toughest malt; by adjusting the plates of the degerminator, which can be done by simply turning a thumb-screw. As most

malt contains more or less metal, such as iron, wire and nails, a heavy bank of magnets is placed in the hopper to remove these undesirable admixtures.

The malt is drawn in a thin-sheet into the first suction leg, where light impurities, dust and a large portion of the sprouts and beards are separated and removed through the first separating tip, by means of a conveyor. From here the malt drops and is spread evenly over the whole width of the scalping screen, which throws off the coarse foreign matter, such as straws, sticks, headings, etc. The malt next passes over a malt screen the entire length of the shoe. Under this is a sand screen, which removes cockle, sand, small seeds, etc. From here it passes into the last leg, in which a complete separation is made of the remaining impurities, the malt dropping out of the bottom of the leg, while the impurities are drawn into the second tip and removed by a conveyor.

The sieves to this machine are all adjustable in the shoe, and can be changed to finer or coarser ones while the machine is running. An automatic brush travels across the under side of the bottom screen and keeps it clean at all times.

The conveyors under the separating tips are made to remove the sprouts and beards either to the right or to the left of the machine, as may be desired.

The fan shaft is extended so that it can be driven from either side of the machine. The two suction

Queries and Replies.

Questions and answers are inserted under this head free of charge, and all are invited to avail themselves of this column.

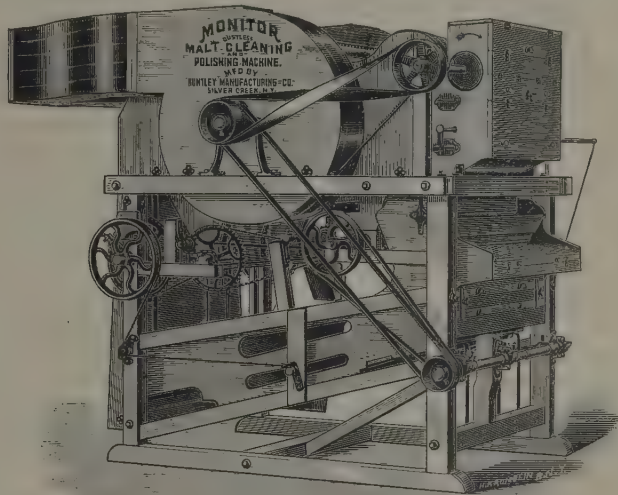
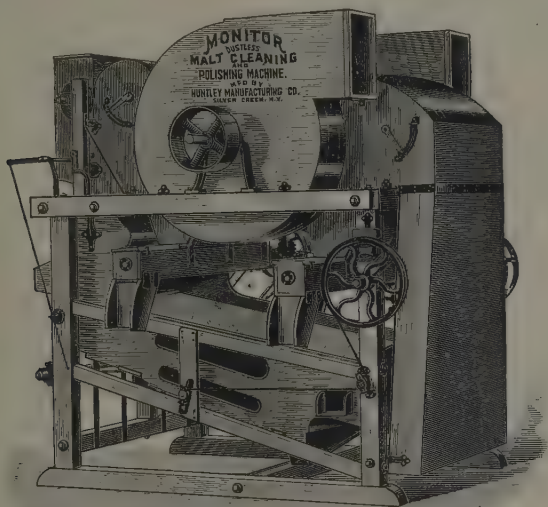
No. 17. Where Can Best Spring Wheat Be Obtained?

I would like the names and addresses of the principal United States wheat exporters to England. I want to import direct a few hundred quarters of best spring No. 1 Duluth or Manitoba wheats from time to time. —AARON JONES, King's Norton, Birmingham, England.

No. 18. Are Carriers Responsible for Shortages?—Noting the attention given in the April number of the AMERICAN ELEVATOR AND GRAIN TRADE to questions of interest to country dealers, I wish to ask if the law of Illinois requires carriers to provide facilities for weighing grain offered for shipment and to receipt for a certain number of pounds. Certain carriers fail to comply with this law. Are they responsible for shortages which are clearly established by customary sworn certificate of grain weighed into and out of a certain car? If they are, what assistance may we properly expect from our State Board of Railroad and Warehouse Commissioners in securing a settlement?—C. T. ELLIOT, [Ans.—The Illinois railroad law applies only

age and shall pay to the person entitled thereto the full market value of such shortage, at the time and place when and where the same should have been delivered.]

Section 2 of the same act provides that "at all stations or places from which the shipments of grain by the road of such corporation shall have amounted during the previous year to 50,000 bushels or more, such corporation shall, when required so to do by the persons who are the shippers of the major part of said 50,000 bushels of grain, erect and keep in good condition for use, and use in weighing grain to be shipped over its road, true and correct scales, of proper structure and capacity for the weighing of grain by carload in their cars after the same shall have been loaded. Such corporation shall carefully and correctly weigh each car upon which grain shall be shipped from such place or station, both before and after the same is loaded, and ascertain and receipt for the true amount of grain so shipped. If any such corporation shall neglect or refuse to erect and keep in use such scales when required to do so as aforesaid, or shall neglect or refuse to weigh in the manner aforesaid any grain shipped in bulk from any station or place, the sworn statement of the shipper, or his agent having personal knowledge of the amount of grain shipped, shall be taken as true as to the amount shipped." But one conviction was ever secured under



THE MONITOR DUSTLESS MALT DEGERMINATING, CLEANING AND POLISHING MACHINE.

legs are the full width of the sieves, which secures a perfect separation. Two fans, one on each side of the air trunk, secure a free passage of air at any point, and also avoid sharp currents. This air trunk is so arranged with valves that one can get any desired air current at any point of the suction legs.

It is worthy of particular notice that the air separations by this machine are unique, for the reason that the malt is spread out and the kernels are weighed in the currents of air separately.

Eight sizes of this machine are built, so as to suit the requirements of all users, the smallest machine having a capacity of separating and cleaning 50 bushels per hour, while the largest size will handle equally well 800 bushels per hour.

The machine is well made, the material and workmanship being of the best. Any additional information can be obtained by writing to the Huntley Manufacturing Company, Silver Creek, N. Y.

The metrical system has been made obligatory in Turkey from March 1, 1896, all use of the old weights and measures having been forbidden after that date.

All last summer Chicago prices of wheat were so much over Toledo's that even Ohio and Indiana grain went out of its way to go to Chicago. The premium was even so great that wheat was taken out of the Toledo warehouses and shipped to Chicago at a profit. But conditions have changed and recently a cargo of wheat was loaded at Chicago for Toledo, and it is said the shipment is actually of original Toledo wheat. When it gets back there it will have paid about 8 cents a bushel traveling expenses, about 4 cents up and 4 cents back, all sorts of expenses included.

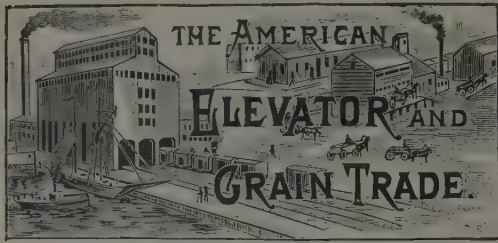
to shipments originating and terminating in Illinois, but it provides in an act entitled "An act regulating the receiving, transportation and delivery of grain by railroad corporations and defining the duties of such corporations with respect thereto," that "at the time grain is received by it [the rail carrier] for transportation, such corporation shall carefully and correctly weigh the same, and issue to the shipper thereof a receipt or bill of lading for such grain, in which shall be stated the true and correct weight. And such corporation shall weigh out and deliver to such shipper, his consignee or other person entitled to receive the same, at the place of delivery, the full amount of such grain, without any deduction for leakage, shrinkage or other loss in the quantity of the same. In default of such delivery the corporation so failing to deliver the full amount of such grain shall pay to the person entitled thereto the full market value of any such grain not delivered at the time and place when and where the same should have been delivered. If any such corporation shall, upon the receipt by it of any grain for transportation, neglect or refuse to weigh and receipt for the same, as aforesaid, the sworn statement of the shipper, or his agent having personal knowledge of the amount of grain so shipped, shall be taken as true as to the amount so shipped; and in case of the neglect or refusal of any such corporation, upon the delivery by them of any grain, to weigh the same as aforesaid, the sworn statement of the person to whom the same was delivered, or his agent having personal knowledge of the weight thereof, shall be taken as true as to the amount delivered, and if, by such statements, it shall appear that such corporation has failed to deliver the amount so shown to be shipped, such corporation shall be liable for the short-

this law, and then a shipper along the Illinois Central pushed a case against that road just for the gratification of showing the haughty officials of this company that it could be required to put in scales. However, a track scale in an out-of-the-way place, where it is inconvenient for a scale expert to examine and repair, frequently is an abomination, no more reliable than a good guesser. Carriers can be forced to put in track scales or accept the sworn statement of the shipper and give a clean bill of lading.—Ed.]

The Kansas railroad board sent out the last carload of seed grain for the drouth sufferers on April 22, having expended \$73,000 of the \$100,000 appropriated.

The losers in the many bucket shops which suspended during the past month will find little consolation in the usual reason assigned, the rapid and continued rise in all the speculative markets. A few more failures of bucket shops will convince the public that these concerns are operating on the heads I win tails you lose plan, and will drive speculation back into regular channels.

Judging from the present outlook, American farmers need have no fear of raising too much flaxseed. Contrary to previous reports, it is now stated that the Argentine output of seed is several millions less than was reported, and that all that is to be sent to this country is either here, afloat or about to be shipped. What remains unsold is said to be trash that will not be able to find a market at any price. Those who have looked for lower oil are encouraged by the higher prices that have been obtained for cake of late, but others point out the fact that even the best prices realized on the by-product recently were abnormally low.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., MAY 15, 1895.

THE CENTAL AS THE STANDARD UNIT OF MEASURE.

The paper of T. S. Blish of Seymour, Ind., entitled "The Cental System of Weights as Applied to the Grain Trade," which was read before the recent convention of millers, and was followed by the adoption of a resolution declaring in favor of the use of cental of 100 pounds as the standard unit of measure for grain, is published in full in this number, together with the views of several secretaries of commercial exchanges, and members of the grain trade.

This action of the Winter Wheat Millers' League, which is a large and influential organization of millers representing mills of a daily capacity of over 55,000 barrels and using about 275,000 bushels of wheat, shows that the movement for the adoption of the natural unit of measure for grain is rapidly gaining friends. The movement is a strong one; having right and reason on its side, it has always been strong. The attacks of the friends of the old confusion-making bushel on the movement have not weakened it in the least and cannot. These attacks in reality do the cause much good, as they call attention to it, advertise it and induce persons interested to investigate the advantages of the two units of measure. A fair and complete investigation of the merits of the two units will make 99 out of every 100 grain dealers ardent champions of the cental as the standard unit of measure. The friends of the bushel contend for its continued use only because they are opposed to a change, not because they think it has any advantages over the cental.

The maker of grain tables for showing the reduction of pounds to bushels is prompted by purely selfish motives to oppose the use of the cental. Its introduction would be a death blow to his business. At present the buyer receives the farmer's grain by pounds and pays for it by

bushels. In case the amount was 1,111 pounds of oats, he refers to his grain tables to determine how many bushels there are in that number of pounds, that is, of course, if the tables were compiled according to the legal weight of a bushel of oats as fixed by the state legislature. These tables use 32 pounds as a bushel of oats, but the legal weight in the different states ranges from 26 pounds in Maryland to 36 in Washington and Oregon, so that in some of the states the buyer must divide the total weight by the legal weight of a bushel to determine the number of units received. If the cental were in use and he were paying 90 cents a cental he would determine the number of centals received at a glance—11.11 centals. Multiplying this by 90 cents, he would get \$9.999, the value of the load. By substituting the cental for the bushel one reduction is done away with, the amount of labor required reduced just one-half and the opportunity for error in making calculations reduced just one-half. That is enough of itself to warrant every member of the grain trade starting out on a vigorous crusade in favor of the adoption of the cental.

The adoption of the cental by the entire trade as the standard unit of measure for all grain would greatly simplify the business and facilitate trade between dealers of different states. By its adoption one unit would displace thirty units, that being the number of legal weight bushels established by the different states, and uniform simplicity would come out of the confusion.

The American seed trade and the Pacific Coast have found the cental to be greatly superior to the bushel as a unit of measure. Even slow-going Turkey has declared in favor of the cental, and after March 1, 1896, the use of any measure for grain except the cental will be illegal.

The grain buyer weighs the grain into his elevator by the 100 pounds, and the railroad carries it by the 100 pounds, but he buys it by the bushel and notifies the consignee of the amount shipped, in bushels. Two measures are not needed for grain, and the bushel with its thirty legal weights should be discarded.

MAKING COUNTRY ELEVATORS PUBLIC.

Elsewhere in this number will be found a new law recently enacted by the Minnesota State Legislature, which provides that every country elevator erected on the right of way of a railroad shall be operated as a public house and under the regulation of the Railroad and Warehouse Commission. This action is next door to confiscation and of doubtful legality. The legislative wisacres rest their right to regulate the operation of these country elevators on the fact that the elevators stand on ground condemned for the use of a public servant—a common carrier. However, it was condemned for railroad purposes and not for that of a public warehouse.

It would seem eminently just, that since the land is not used for railroad purposes, it should revert to the original owner from whom it was confiscated. It is doubtful if the state has authority to regulate a business simply because it is conducted on a railroad right of way, and much more doubtful that it has the authority to compel a private elevator man to open his house to all comers and conduct a public warehouse.

Of course, if the elevator men do not like this obnoxious and unjust confiscation of their elevator property for public purposes, they can move off of the right of way and operate their elevator as a private elevator. The state in reality undertakes to compel the elevator men to conduct a warehouse for receiving and handling bulk freight for the carrier without providing for any recompense from the carrier for whom he really conducts a freight depot. The elevator man should be paid at least a cent by the carrier for each bushel loaded into the cars for

shipment, if he is willing to provide and conduct a freight depot for it. Unless he is willing, carrier or state cannot force him to do it.

ELEVATOR MEN WIN A POINT.

On February 8 Senator Leeper introduced a warehouse bill in the Illinois Senate which contained, among other provisions, the following: "No warehousemen of Class A shall, either directly or indirectly, deal in or handle in or through said warehouse, any grain for himself or for anyone acting for him."

This was satisfactory to the Chicago Board of Trade which, however, disclaimed responsibility for its introduction. The bill was sent to the judiciary committee and reported back for passage. On April 26 it was amended, on April 30 it was passed. The amended bill strikes out the words quoted above and expressly permits the owner and lessee of elevators to deal in grain so long as he does not discriminate against other owners of grain stored in his house. What produced this amazing change in the tenor of the bill may be conjectured. It was introduced for one purpose and is amended to accomplish the opposite result.

The Board of Trade has memorialized the House on the subject and shown that it means the handing over of the grain trade of Chicago to the few elevator owners. It has gone over the grounds of objection so frequently quoted and here the matter rests, with the action of the House in doubt. It is to be hoped the protest of the Board will be heeded.

IMPROVING THE CROP REPORTING SERVICE.

The conference that met at Washington last month to talk over ways and means of improving the crop reports of the government, was a really important affair, though its action was confined to merely making recommendations to the Secretary of Agriculture. A number of well-known authorities were present and many recommendations were made looking to the improvement of the service. The more important of these were embodied in the resolutions adopted, which advised that the reports ought to be continued, though the April report on the condition of winter grain should be omitted; that acreage figures, as well as percentage of the preceding year's area, should be included in reports of area; that the department, instead of having a principal correspondent and three assistants in each county as at present, make an effort to secure the regular service of one or more reporters in each township, all to make their reports directly to the department at Washington; that in the selection of these correspondents they should not be taken from farming classes exclusively, but should include, as far as possible, representatives of all classes of rural industry; that the department discontinue the employment of salaried state agents in their regular crop reporting work; that returns of reserves of wheat, corn and oats, and cotton, be had for dates representing the close of the report years, wheat on July 1, oats on August 1, corn on November 1, and cotton on September 1; that arrangements be perfected with the United States consular service for sending by cable to the department on or about the 9th of each month a statement giving the best available information concerning prospects for crops of grain and cotton in their respective districts, to be published in connection with the domestic crop report when issued.

The resolutions appropriately added that employees divulging to anyone outside the department statistical or other information prior to the time for officially presenting the same to the public, should be summarily punished. All of the recommendations were timely, and it is expected the secretary will adopt them.

THE OBNOXIOUS ORDER OF THE ILLINOIS CENTRAL.

The Illinois Central Railroad, with the audacity that becomes a dictator, has issued an order, which is published elsewhere in this number, to the effect that all grain shipped to Chicago must be consigned to the elevators on its line. With the order we publish the Illinois law on this point, which declares in no uncertain terms that carriers must accept freight for shipment to any point that can be reached by it or connecting lines.

It is decidedly presumptuous for even the all-hog line to attempt to override the law as well as the rights of shippers, and order all grain into its houses. Shippers should ignore the obnoxious order and demand that all their grain be billed to other houses. It does not matter whether they are extremely anxious to have it go to other houses or not, they should so order it and give this autocrat to understand that they propose to bill their grain wherever they please. The Illinois railroad and warehouse law, which is quoted elsewhere, will give Illinois shippers ample protection, and the common law will give as good protection to shippers without the state, so the Illinois Central can not hide behind the interstate commerce law.

This order, if enforced, which cannot be, would give the lessees of the Central elevators a veritable monopoly of the grain arriving over that road, and as most of the receipts are now over that line it is very gratifying to the elevator men. It is said their rent is based on the receipt of a stipulated amount of grain, and the Central is intensely anxious to swell the receipts to that amount before the expiration of the crop year. In other words, the Central is endeavoring to make the grain trade bear the brunt of its errors.

The action is such an arbitrary one that it has even aroused the Grain Receivers' and Shippers' Association of Chicago, and this association has called the attention of the Railroad and Warehouse Commission to the matter. A formal specific complaint filed with the commission would quickly bring out a decision against the carrier.

AFTER THE SHORTAGE ABUSE.

The Illinois Grain Merchants' Association has undertaken the extremely practical work of investigating shortages in grain shipments, which news will strike terror to the hearts of some of the terminal elevator men. A comparison of shortages by the different grain shippers will show that most of the shortages which occur at any market occur at certain elevators. Past investigations have disclosed a marked weakness with some elevators for reporting weights lower than the shipper's weights, and no doubt future investigations will show the same condition.

Several years ago it was discovered that the operator of one large terminal elevator had a list of a large number of country elevators, and it showed what weighing as well as what storage facilities each house possessed. Of course this information was not used to bluff the shipper without scales out of 500 to 1,000 pounds now and then, but for the personal gratification of knowing how the country shipper determined the quantity of grain in each car.

Some Chicago elevator men dock every shipment received to protect themselves against any shrinkage which may occur during the next decade. We say "some" because several of them have denied that they dock receipts. Others admit it, but say it is of little consequence, as it never amounts to more than 10 pounds on each draught run into the hopper. However, it is only fair to say that the terminal elevator men are not responsible for all the shortages. Old worn-out cars are responsible for many of the shortages. Careless cooping and reckless shifting of cars assists in many cases. Unguarded yards at division and terminal points

permit pilferers to help themselves to the shipper's grain without molestation. The operators of the grain transfer cars at one time saved much of the grain passing through their hands for their live stock. Carriers are to blame for many of the shortages, they take no care of the shipper's property and ignore his just rights, and will continue to do so until shippers force them to give a clean bill of lading, which would make them responsible for the delivery of the full amount received at the point of destination. The association merits the hearty support of every shipper of the country in its fight against shortages.

THE CRASH OF THE BUCKET SHOPS.

We trust that none of the readers of this journal were caught in ruin of the bucket shops that have been tumbling down all over the country. We hope this, not only as a matter of good fortune, but as a certificate of good sense. We should dislike to think that any grain dealer should be so short-sighted as to lean upon such a broken reed instead of seeking protection through legitimate channels. But we know that some people grow careless, and it is possible that an occasional dealer may have thought to protect his purchases by patronizing a bucket shop or some "branch."

The folly of doing this ought to be apparent. The bucket shop flourishes under ordinary market conditions; with a declining market it waxes fat; but any continued upward movement wipes it off the earth. Here is where the folly comes in of trying to beat such a game. Most people understand buying for a rise, but few understand the business of short selling. Consequently most of the people who patronize bucket shops buy. Now see the absurdity of the thing. As soon as the people have a chance to beat the bucket shop, the bucket shop promptly fails. It cannot stand a bull market; yet most people patronize a bucket shop in the hope of striking the very thing that will "bust" the bucket shop into smithereens.

The big concern in Boston that failed the other day, with seventy or eighty "branches," had been in business three years. It had accumulated a surplus of nearly half a million dollars; yet a few weeks of a rising market exhausted it completely. This is not even a fair gambling game, when the bank closes as soon as the patrons begin to win. Yet the bucket shop must close on a rising market, and the only question is whether the proprietor waits for his money to give out or decamps beforehand. His instincts have usually been thrifty enough to dictate the latter policy.

It is impossible to approximate even, the amount of money lost in bucket shops. The mania for this form of gambling is more acute in some localities than in others. When the Nebraska anti-bucket shop bill was under discussion, one of the legislators stated his belief that the people of Nebraska lost a million dollars annually through this agency. The *Trade Bulletin* of Montreal says that an enormous amount of money has been sunk in bucket shops there, and yet the institution still flourishes. Pittsburg is another community where the bucket shop is found in all stages of development, from the semi-respectable concern down to the bunco-steering swindles known as "pools." Of course Chicago is a favorite location for the "main office" of some of these concerns, which, in fact, consist entirely of branches. A few weeks ago one of these establishments "failed" and brought a crowd of victims here from Iowa, where its branches were located. The same thing happened last summer, when a similar concern closed its doors (and its pocket).

While the bucket shop ought to be stamped out, no legislative enactment has ever been so effectual for this purpose as a rising market. At St. Johns, N. B., the police simply stopped the thing as they would any gambling game. That is the best plan when public sentiment is

thoroughly aroused. But every business man, and especially every grain dealer, can throw the weight of his influence against them by leaving them severely alone.

THE MAY FROST.

A frost in May is not remarkable, but the succession of frosts the past few days has been notable and extraordinary from the extent of country covered, reaching from Nebraska to New York and extending north from the Ohio River, as well as from the fact that they followed a period of hot weather remarkably favorable to the development of plant life. It is this latter fact that made the frost so disastrous. The extent of the loss occasioned will not be apparent until warm weather returns. Fruits and vegetables were the chief sufferers. Corn was cut off in many localities, but fortunately time is left to replant in such cases. As to wheat and other small grains, the probabilities are that little damage was done in the aggregate, though gloomy reports come from some localities. The real extent of the damage, both to fruit and grain, can hardly be known until warm weather brings a renewal of growth.

THE "CRIME" OF MIXING.

A Canadian farmers' paper deplores the fact that their No. 1 hard wheat does not bring as much as the same styled article from the Northwestern States, which fact it ascribes to the manipulation of Canadian wheat mixers. It voices its regret and points out that such a state of affairs in the market injures the reputation of Canada as a wheat grower. But the *Michigan Farmer*, quoting its Canadian contemporary's temperate language, breaks out into the following:

This is something the wheat growers of this state have suffered from for a number of years. It has cost them many thousands of dollars, and will continue to until the farmers take the matter in hand and demand a system of state inspection which will put an end to the practice. All the states largely interested in wheat growing have taken measures to protect growers against this system of adulterating and degrading grain. Michigan is proverbially conservative and slow to make changes, but the time will come when grain growers will awake to their interests, and demand laws to put a stop to the present system of robbing them of a part of their legitimate and hard-earned profits.

Without opening the question of state inspection, we wish to remark that the above tirade shows a conspicuous disregard of facts as well as of the proper function of legislation. In what way farmers are "robbed of a part of their legitimate and hard earned profits" by the grain mixer we do not see, nor does the *Michigan Farmer* see. Why the farmer should claim an interest in his grain after he has parted with the title we do not understand. Nor do we believe the average farmer does claim any such interest. If the mixer makes a profit it is on account of his knowledge of grades, of cleaning and by the use of his machinery. If he buys No. 3, cleans it and mixes it with No. 1 until the net result is No. 2, surely the farmer who sold the No. 3 and the No. 1 grain is not defrauded; he was paid for his grain according to its grade. The increase in its value is due to the work of another, who has cleaned out the dirt. If the operation is legitimate at all, the mixer is entitled to the profit of it, and not the farmer, who can clean his own grain and mix it if he wants to. And why the state should forbid one owner of grain to clean it and allow another owner to do so we fail to see. In fact, it would be idiotic for the state to meddle with such a matter at all. We are not defending anybody's practices. We only wish to know how the farmer is "robbed" by something done to his grain after he has sold it; and why one man should be allowed to clean grain and another man forbidden to do the same thing. Can the *Michigan Farmer* or anybody else give any reason, good, bad or indifferent? We trow not.

EDITORIAL MENTION

Down in Cincinnati the trade is talking over two proposed innovations. One is the steel tank storage and the other the "Jumbo" system of weighing.

If you have made or propose to make any changes in your firm, plant or business, we would be pleased to receive a statement of the facts for publication.

ELEVATOR men and grain dealers who are suffering from shortages will find an interesting announcement from the Pratt & Whitney Co. elsewhere in this number.

It is feared the seed grain law of South Dakota may be declared unconstitutional. It certainly stretched a point; but under the circumstances objection seems cruel.

WHEAT is rising in price even in the extreme Northwest. The sale of 40,000 bushels of wheat at Walla Walla, a few days ago, at 40 cents is quoted as the best sale made there in almost two years.

SHIPPERS can avoid having to pay any freight bills consignee may fail to pay by marking bills of lading "Freight C. O. D." It is a precaution that may save you considerable trouble and expense.

Do NOT forget the meeting of grain dealers at Decatur, Ill., June 19. Most of those who attend will take advantage of the superior accommodations offered by the Wabash road and go over this line.

READERS will find a query in this number regarding the responsibility for shortages which merits their perusal. We will be pleased to receive for publication the views of any of our readers on this subject.

ELEVATOR men would find a conservative, well-managed mutual fire insurance company a profitable organization. If the risks were selected with care the cost of insurance should be reduced at least 40 per cent.

THE Supreme Court of Minnesota has decided the famous Steenerson wheat rate case against the railroads so far as the right of a railroad not a party to the suit, but indirectly affected, to intervene and be made party to the suit is concerned. The cases will come up for hearing again in the district court.

It is stated that the grain in some Chicago elevators is insured almost exclusively in Eastern mutuals and Lloyds, and an insurance paper says that a serious fire would wipe some of the weak ones off the earth. Chicago elevators have been very good risks, and if the strong companies allow the Lloyds and weak companies to get this desirable business it is their own fault.

THE Appellate Court has reversed the decision of the Superior Court of Cook County and ordered the reinstatement of Murry Nelson as a member of the Chicago Board of Trade. Mr. Nelson was suspended from the Board for repudiating an agreement made by the secretary of the National Elevator Company, of which Mr. Nelson is manager and owner, without the latter's consent, by which the company was to apply to have the elevator made regular. The

charge of bad faith against Mr. Nelson was declared absurd by the Appellate Court. The Board will carry the case to the Supreme Court.

THE railroads out of Buffalo have started out on their annual campaign against the Erie Canal. They have cut rates to such an extent that the canal has not secured anywhere near the amount of business that it was naturally expected to have.

IN South Dakota complaints are made of dirty seed wheat by the farmers, and a local paper pertinently asks the complainers if they think any other kind of wheat is furnished for seed than that which farmers themselves raise; and it wants to know what fanning mills are for and why farmers market dirty wheat.

ALL the low prices for wheat have not been in the last two years. A correspondent of the New York *Evening Post* says he remembers back in the early forties when wheat sold in Ohio on the line of the canal at 25 cents per bushel and flour sold at Cincinnati at \$2.25 per barrel. A few years before, New York imported flour and paid \$12 per barrel for it.

It may be a pointer and it may not, that wheat has within a week, been shipped from Detroit to Montreal, paying the Canadian duty of 15 cents per bushel. At any rate, we commend this fact, and the wide difference between Detroit and Montreal prices, to those political economists who know all about the subject of prices and attribute the low price of wheat to almost anything except demand and supply.

Gov. CLOUGH of Minnesota vetoed the bill placing the grain inspection department under civil service rules, and has excited considerable criticism by this act. However, as we understand the matter, the department has virtually been under civil service rules for the past ten years. The grain inspector's office should be beyond the reach of politics, but the mere elimination of politics would not secure efficiency, by any means.

THE government crop report for May again surprised the trade. The general belief was that it would show the condition of winter wheat to be under 80. Instead of that it showed an advance on the April condition, which was 81.4 of 1.5, making it 82.9. It was not believed that any improvement had taken place in time to figure in the May report; and so the figures were a genuine surprise, indicating as they did a probable yield of over 290,000,000 bushels of winter wheat.

SHIPPERS who accept old worn-out cars for their grain have themselves to blame for shortages in shipments. The courts have decided that carriers must provide good cars. A leaky roof, a hole in the side or a crack in the floor may be covered, and the shipper generally does it at his own expense, but not to his profit. It may be to the shipper's advantage to do this and to cooper well his cars, since custom has established the practice, but it is not his duty. The courts have even decided that it is the duty of the carrier to load freight into cars.

AND now comes an English writer who proves that there is a direct connection in England between the price of wheat and the number of marriages. This sort of argument, the *post hoc propter hoc* style of reasoning, makes one very tired. You can prove anything by it. For instance, in England, according to the returns made, prosperity can be measured by beer; the more prosperous the year the more beer is consumed. What does it prove? Nothing. You can take pig iron, pork, wheat, shoes or anything you like and find an "intimate connection"

between it and something else, if you are looking for such things. The price of wheat does not regulate marriages nor the quantity of beer make prosperity. The only point is that prosperity promotes consumption and leads people to undertake increased responsibilities.

It is noted as one of the anomalies of speculation that people in Wall street are buying stocks on the good wheat prospects, while people in Chicago are buying wheat on the poor wheat prospects. The fact of the matter is that general hopefulness is the great factor in the market now instead of general depression that has held sway so long.

WHEN the new owners of the Neely Elevator in this city, the Nebraska City Packing Company, applied for a new license to the Board of Trade, the warehouse committee asked them if they would agree not to deal in grain, directly or indirectly, and conform to all the regulations and by-laws of the Board. The answers were not satisfactory and the house was declared irregular, although the license was asked for only the time covered by the compromise agreed upon by the Board and the elevator owners.

THROUGH the courtesy of Geo. F. Stone, the efficient secretary of the Chicago Board of Trade, we have received a copy of the Board's thirty-seventh annual report. As a statistical abstract of the crops of the country and the commerce of Chicago and the great lakes, it would be difficult to improve upon this report. Its 284 pages evidence a vast amount of careful work on the part of the secretary, and form a volume almost indispensable to the great interests represented by and centered on the Chicago Board of Trade.

AWAY back in 1888 Wright & Lawther of Chicago imported a cargo of flaxseed from India and broke a corner in flaxseed. The original invoice made out in Calcutta allowed a deduction of 3 per cent. for dirt. (Commercial grain in India is always dirty.) The collector of the port in Chicago refused to make any deduction, on the ground that the duty was specific and Wright & Lawther had to pay duty on several thousand bushels of dirt. The Supreme Court has now ordered the collector to refund \$670.29 to the importers. This will make a precedent for a great variety of transactions in which allowance is made for loss.

WE are indebted to F. D. Coburn, secretary of the Kansas State Board of Agriculture, for the ninth biennial report of State Board of Agriculture. It makes a handsome volume of 550 pages, replete with the agricultural statistics of the state and with much matter of special interest to Western farmers, such as discussions of irrigation, subsoiling, alfalfa and sorghum. The work is a creditable showing for Kansas, covering as it does two of the most disastrous years in her history, and showing under most adverse circumstances the resources of her soil and the energy of her people. Only a small edition of this report was printed, and those desiring a copy should remit not less than 20 cents for postage.

ACCORDING to the report of the Bureau of Statistics, breadstuffs to the value of \$9,339,187 were exported in April, against a valuation of \$11,763,437 in April, 1894; and in the ten months ending with April exportations were valued at \$89,334,881, against \$143,045,977 in the same time in 1894. The exports of grain in April, compared with those of the same month of the preceding year, were: Wheat 5,262,125, against 5,078,290 bushels; corn 3,863,135, against 7,050,261 bushels; oats 30,430, against 31,861 bushels; barley 138,060, against 322,104 bushels; and the exports in the ten months ending April, compared with the same time in

1894, were: Wheat 64,435,478, against 78,616,561 bushels; corn 18,270,334, against 57,002,558 bushels; oats 440,200, against 5,582,330 bushels; barley 1,417,909, against 4,706,754 bushels; rye 8,879, against 230,658 bushels. In the ten months ending with April, 12,467,844, against 13,945,675 barrels of wheat flour were exported, and 16,442,647, against 7,466,055 pounds of oatmeal; 177,865, against 230,018 barrels of cornmeal exported in the same time in 1894.

THE National Transportation Association held a meeting in Chicago recently and elected officers for the ensuing year. Overcharges, demurrage and uniform bills of lading were discussed and committees appointed to outline the work of reforming each. Overcharges are seldom repaid and when the shipper does secure the return of the amount of the overcharge it generally costs him more to get it than it amounts to. The demurrage has always been an unjust exaction levied upon the small shippers and receivers. The carrier demands that they shall pay for delay, but is vigorously opposed to paying for its delay of grain in transit. If those who suffer from this extortion would use more force in calling attention to the inequality of the charge, carriers might make a change.

SOLICITING freight agents are paid a salary for working to secure the shipment of freight over their lines, but the country elevator man who builds elevators and gives all his time and capital to diverting grain to market over a line is never paid a cent for his services. The railroad company pays its local freight agent for handling package freight, and provides a house for him to carry on the business in, but the grain dealer who handles bulk freight builds his own house and loads his freight into the cars, although the courts have recently decided that the carrier must furnish good cars and load the freight. Grain shippers cannot expect to make a living by working for a railroad company without pay. They should have a rebate on all grain loaded out of their elevators.

IMPORTS AND EXPORTS OF FOREIGN BREADSTUFFS.

The total value of breadstuffs imported during March, according to the last report of the Bureau of Statistics, was \$185,830, against an amount valued at \$114,453 imported in March preceding; and during the nine months ending with March breadstuffs valued at \$2,332,686 were imported, against an amount valued at \$1,801,239 imported during the corresponding months ending with March preceding.

Barley aggregating 1,979,548 bushels, valued at \$804,897, was imported during the nine months ending with March, against 707,332 bushels, valued at \$320,814, imported during the corresponding months ending with March preceding. Corn aggregating 8,444 bushels, valued at \$4,020, was imported during the nine months ending with March, against 2,036 bushels, valued at \$1,402, imported during the corresponding months ending with March preceding.

Oats amounting to 304,193 bushels, valued at \$79,348, were imported during the nine months ending with March, against 3,402 bushels, valued at \$1,354, imported during the corresponding months ending with March preceding. Rye amounting to 12,840 bushels, valued at \$6,133, was imported during the nine months ending with March, against 50 bushels imported during the nine months ending with March preceding. Wheat amounting to 1,093,168 bushels, valued at \$635,903, was imported during the nine months ending with March, against 872,396 bushels, valued at \$582,679, imported during the corresponding months ending with March preceding.

Of imported breadstuffs an amount valued at \$26,119 was exported during March, against an amount valued at \$21,433 exported in March preceding; and during the nine months ending with March breadstuffs valued at \$98,885 were exported, against an amount valued at \$42,065 ex-

ported during the corresponding months ending with March preceding. Imported barley aggregating 3,739 bushels, valued at \$1,849, was exported during the nine months ending with March, against 11,175 bushels, valued at \$5,604, exported during the corresponding months ending with March preceding. Imported wheat aggregating 169,817 bushels, valued at \$87,549, was exported during the nine months ending with March, against 40,564 bushels, valued at \$24,639, exported during the corresponding months ending with March preceding.

Trade Notes.

I am a little merchant,
Who yet to wealth shall rise,
For what I have to sell I sell,
Because I advertise.

M. P. Mighell of Sterling, Ill., has patented an automatic grain weigher.

Ferrell, Preme & Ozier of Saginaw, Mich., write: "Our trade for the past year and a half is far in advance of all previous years."

If your advertisement is original it will attract the reader; if it is brief it will hold the attention; and if it is truthful the reader will "take stock in it."

John McKechnie of Winnipeg is agent for Manitoba and Northwest Territory for the Huntley Manufacturing Company's Monitor Grain Cleaning Machines.

The Link-Belt Machinery Company of Chicago has absorbed and will hereafter carry on the electric mining machinery business of the Independent Electric Company.

Circulations, like metals, have their qualities and values. An ounce of gold is worth more than a pound of brass. A small ad. in a paper of high-class circulation is worth a page in a "cheap" sheet.

A reform movement is in progress relating to the size of trade catalogues. It is estimated that the standard size of 6x9 inches would be the best and most convenient size that could be fixed upon.

H. Kurtz & Son of Mansfield, Ill., have improved their Inclined Elevator and Dump. They have increased the leverage of their elevator so that now one good 1,000-pound horse can elevate 50 bushels of shelled corn with ease.

The A. P. Dickey Manufacturing Company of Racine, Wis., has been reincorporated with a capital stock of \$60,000 composed of single shares of the value of \$100 each. The incorporators are Lucy D. O'Harrow, Geo. H. Dickey and J. W. O'Harrow.

From the Stevens Mill and Elevator Machinery Co. of Peoria, Ill., we have received an illustrated catalogue of the grain-cleaning and other machinery manufactured by them. Appended to it are a number of testimonials from parties who have used their machines and speak in high terms of their merits.

The Webster Manufacturing Company of Chicago has sent out some very tasty hangers advertising its gas and vapor engine. The hanger offers for sale 20 men of iron constitution for \$125, and guarantees no strike and no sickness; 20 cents per day furnishes the table for these iron fellows and they are always ready for service.

The Link-Belt Machinery Company of Chicago has removed its city sales department from Nos. 21 and 23 South Jefferson street to rooms 1010 and 1011 Marquette Building. The rooms are finely finished and provided with long-distance telephone service. The central location of the Marquette Building will make it very convenient for out-of-town customers to transact their business with the Link-Belt Machinery Company without spending considerable time on street cars getting out to the general office.

The Jeffrey Machine Co., Columbus, Ohio, has issued its catalogue No. 42, dated April, 1895. This 144 page book is profusely illustrated with reproductions of photographs of machinery in actual use and presents only a few of their general line of labor-saving appliances. Elevators and conveyors are shown for all purposes—mining, milling, lumbering, towing, quarries, paper and pulp, canneries, coal yards, etc.; also full-sized cuts of the various chains manufac-

tured by them, together with all necessary information as to size, capacity, etc. Price lists are given of all the goods shown, and the catalogue and special discount sheets will be forwarded to parties interested.

The Hicks Company has been organized at New York, N. Y., and has assumed control of the business of The Hicks Gas Engine Company of Cleveland, Ohio. The new company will manufacture the Hicks Gas and Gasoline Engine and will carry on the business which was formerly conducted by The Hicks Gas Engine Company.

A company is being organized and will perfect an arrangement for building a large foundry and machine shop on Connor's Point, at Superior, Wis. The company will make a specialty of mill and elevator machinery, and repair work. The enterprise will be established by capitalists of Superior and Michigan. The company will manufacture several new elevator and mill machines, for which patents have been applied, the inventions of Henry L. Chase of the Russell & Miller Milling Company at Superior.

At a meeting of the manufacturers of, and dealers in leather belting, held in Chicago a short time since, the list price of leather belting was advanced 20 per cent. A permanent organization was also created, called the "Western Belting Association," of which E. A. Groetzinger was chosen president and W. D. Allen secretary for a term of one year. An agreement was also reached in regard to putting on belting of all kinds gratuitously, and it was unanimously agreed to charge for belt work hereafter in all cases.

The Charter Gas Engine Co., Sterling, Ill., has issued what it calls a "Black and Blue Sheet" of testimonials, from 30 states and Canada, showing nearly 100 different uses to which the "Charter" has been applied. Aside from its advertising value to the Charter, it is one of the best exhibits we have seen of the expanding field which the gas engine now covers, a field which is widening every day. The Charter people are naturally proud of the success their engine has achieved. Anybody ought to be proud of such an array of testimonial letters from appreciative customers.

A. D. Bellinger, superintendent of the Great Northern elevator system, has perfected plans for a dust collecting and dust burning apparatus which the company has accepted and will place in its large elevator at Superior, Wis. About 15 tons of galvanized sheet steel will be utilized in the form of air piping, together with 14 dust collectors and one double 50-inch and one double 60-inch fan. The system will handle 15,000 feet of air per minute. To each of the 10 wheat cleaners a dust collector will be attached, which will deliver the dust and screenings through suction pipes to a large fan which will send the collections along to the engine room. A large air main will extend the length of the elevator on the lower floor, and also collect and convey dust to the engine room. On the upper floor there will be located one 60-inch double fan with the necessary piping to furnish suction for 32 sweepers and collect dust from 52 different points through the upper stories of the elevator. This through the operation of the separators will send out the air in a purified state and the dust will be sent to the furnace.

Grain Dealers' Associations.

ILLINOIS GRAIN DEALERS' ASSOCIATION.

OFFICERS: Theo. P. Baxter, Taylorville, president; Ross Hockaday, Oreana, vice-president; B. S. Tyler, Decatur, secretary; F. M. Pratt, Decatur, treasurer.

DIRECTORS: J. H. Crocker, Maroa; Charles Brommiller, Kenney; D. R. Ullrich Jr., Springfield; J. L. Pumphrey, Heyworth.

EXECUTIVE COMMITTEE: F. M. Pratt, Theo. P. Baxter and B. S. Tyler.

ARBITRATION COMMITTEE: Z. Boughn, Niantic; Thos. Costello, Maroa; H. C. Mowry, Forsyth; W. B. Newbegin, Blue Mound; J. L. Pumphrey, Heyworth.

Article I, Section 1, of this association's constitution provides that this association shall be known as the Illinois Board of Trade, and is organized for the purpose of formulating rules to govern and transact business between its members, and for mutual protection against dishonest buyers and sellers of grain, and to create a fraternal feeling among its members.

Article II, Section 1. Any person may become a member of this association if he be a reputable grain merchant, having facilities for handling, storing and selling grain, and any reputable commission merchant or track buyer.

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since April 15 has been as follows:

Apr. 15.	NO. 2 RED W. WHT.		NO. 2 SPG WHEAT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 2 BARLEY.		NO. 1 FLAX SEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15.	56	56	62	62	45	45	28	28	60	60	52	53	140	140
16.	56	57	62	63	45	45	28	28	60	60	53	53	139	139
17.	56	57	62	63	45	45	28	28	60	60	53	53	140	140
18.	58	58	62	63	45	45	28	28	60	60	53	53	140	140
19.	59	59	62	63	45	45	28	28	60	60	53	53	140	140
20.	59	59	62	63	45	45	28	28	60	60	53	53	140	140
21.	60	62	65	67	47	48	28	29	64	66	53	53	141	141
22.	60	61	65	67	47	48	28	29	64	66	53	53	141	141
23.	60	61	65	67	47	48	28	29	64	66	53	53	142	142
24.	59	60	65	67	47	48	28	29	64	66	53	53	143	143
25.	60	60	65	67	47	48	28	29	64	66	53	53	143	143
26.	62	62	65	67	48	48	28	29	65	66	53	53	143	143
27.	62	62	65	67	48	48	28	29	65	66	53	53	143	143
28.	62	62	65	67	48	48	28	29	65	66	53	53	143	143
29.	62	62	65	67	48	48	28	29	65	66	53	53	143	143
30.	63	65	65	67	48	48	28	29	66	66	53	53	144	144
1.	67	69	47	48	28	28	64	65	144	144	144	144	144	144
2.	67	69	47	48	28	28	64	65	144	144	144	144	144	144
3.	62	64	48	48	28	28	63	63	144	144	144	144	144	144
4.	63	63	49	49	28	28	63	63	144	144	144	144	144	144
5.	63	63	49	49	28	28	63	63	144	144	144	144	144	144
6.	62	62	49	49	28	28	63	63	144	144	144	144	144	144
7.	62	62	49	49	28	28	63	63	144	144	144	144	144	144
8.	62	62	49	49	28	28	63	63	144	144	144	144	144	144
9.	62	63	50	51	28	28	64	64	146	146	146	146	146	146
10.	63	63	50	51	28	28	64	64	146	146	146	146	146	146
11.	62	63	50	51	28	28	64	64	146	146	146	146	146	146
12.	63	63	50	51	28	28	64	64	146	146	146	146	146	146
13.	64	65	50	51	28	28	64	64	148	148	148	148	148	148
14.	64	65	50	51	28	28	64	64	148	148	148	148	148	148
15.	64	65	50	51	28	28	64	64	148	148	148	148	148	148

* Free on board or switched. † On Track.

For the week ending April 20 Prime Contract Timothy sold at \$5.20@5.40 per cental; Prime Contract Clover Seed at \$9.25@9.75; Hungarian at \$1.00@1.50; German millet at \$1.25@2.00; buckwheat at \$0.75@1.15 per 100 pounds. Receipts of hay during the week were 4,285 tons, against 2,841 tons the previous week. Shipments for the week were 168 tons, against 148 tons for the previous week. At the beginning of the week the offerings were liberal and only a moderate inquiry existed. The market ruled dull and prices declined slightly. Toward the close local dealers took hold a little more freely, and the receipts became smaller. A firmer feeling prevailed, though prices showed no material advance.

For the week ending April 27 Prime Contract Timothy sold at \$5.20@5.40 per cental; Prime Contract Clover Seed at \$9.25; Hungarian at \$1.00@1.70; German millet at \$1.50@2.25; buckwheat at \$0.75@1.25 per 100 pounds. The receipts of hay for the week were 3,331 tons; shipments, 213 tons. The offerings of timothy hay were only moderate during the past week, and the local demand was quite good. The market ruled very firm and prices in some instances showed a slight advance. The arrivals of prairie hay were small, and the inquiry was good. A firm feeling prevailed and prices advanced about 50 cents per ton. Some fancy hay was received from Kansas, for which extreme figures were paid. Business on the whole was rather small, with the bulk of the transactions in timothy hay. Sales of choice timothy ranged at \$10.25@11.25; No. 1, \$9.50@10.50; No. 2, \$9.25@9.50; mixed, \$8.00; not graded, \$9.00@10.00; No Grade, \$6.00; Illinois Upland Prairie, \$6.50@8.75; Indiana, \$8.00@9.00; Kansas, \$9.00@11.50 for fair to choice, and \$12.00@12.25 for very fancy; Wisconsin, \$8.50@9.50; Iowa, \$9.50@11.50 for good to fancy; packing hay, \$5.00. Wheat straw sold at \$4.25, and rye straw at \$6.50@6.75.

For the week ending May 4 Prime Contract Timothy sold at \$5.40@5.50 per cental; Prime Contract Clover Seed at \$9.20@9.25; Hungarian at \$1.25@1.70; German millet at \$1.75@2.25; buckwheat at \$0.75@1.25 per 100 pounds. Receipts of hay for the week were 3,687 tons; shipments, 120 tons. The market for both timothy and upland prairie hay ruled dull during the past week. Arrivals only moderate, but the demand was light, local dealers taking hold sparingly, with little or nothing doing on shipping account. Prices exhibited no material change. Sales of choice timothy ranged at \$10.50@11.00; No. 1, \$10.00@10.50; No. 2, \$9.00@10.00; mixed, \$8.00@9.00; not graded, \$8.00@10.25; Illinois Upland Prairie, \$8.00; Indiana, \$7.00@9.50; Kansas, \$8.50@9.00 for fair and \$10.00@12.00 for good to fancy; Wisconsin, \$8.50; Iowa, \$8.50@11.50 for good to fancy; No. 1 Prairie, \$6.25@6.75; packing hay, \$4.75@5.00. Wheat straw sold at \$4.25; oat straw at \$4.25@4.50, and rye straw at \$.50@7.00.

For the week ending May 11 Prime Contract Timothy sold at \$5.00@5.50 per cental; Prime Contract Clover Seed at \$9.20; Hungarian at \$1.25@1.70; German millet at \$1.75@2.25; buckwheat at \$1.00@1.25 per 100 pounds. The receipts of hay for the week were 4,377 tons; shipments, 235 tons. Only a moderate inquiry existed during the past week, and the market ruled rather dull. The arrivals were liberal, as the crop prospects were said to be good, and holders forwarded their surplus stock rather freely. A weak feeling prevailed, especially for prairie hay, and prices declined about 50 cents per ton. Sales of choice timothy ranged at \$10.50@11.00; No. 1, \$9.75@10.75; No. 2, \$9.25@10.00; mixed, \$9.00@9.50; not graded,

\$9.50; Illinois Upland Prairie, \$9.00; Indiana, \$7.25@9.50 for fair to fancy; Kansas, \$10.50@12.00 for good to fancy; Wisconsin, \$7.50@3.50; Iowa, \$8.00@9.00 for coarse, \$9.50@10.50 for good to choice, and \$10.75@ \$11.25 for fancy. Wheat straw sold at \$4.00, oat straw at \$3.50@4.25, and rye straw at \$5.50@7.00.

RECEIPTS AND SHIPMENTS AT MILWAUKEE.

The receipts and shipments of grain and hay at Milwaukee, Wis., during the 4 weeks ending May 4, as compared with the same period of the preceding year, were, according to Wm. J. Langson, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1895.	1894.	1895.	1894.
Wheat, bushels.....	508,667	528,456	51,905	36,900
Corn, bushels.....	94,900	146,900	4,250	12,350
Oats, bushels.....	448,000	477,000	548,994	385,825
Barley, bushels.....	248,940	282,160	70,432	306,637
Rye, bushels.....	64,860	47,400	27,200	38,200
Grass seed, pounds.....	454,070	114,586	302,081	165,486
Flaxseed, bushels.....	4,490			430
Broom corn, lbs.....				
Hay, tons.....	992	499	59	38
Flour, barrels.....	110,005	227,800	185,682	234,015

RECEIPTS AND SHIPMENTS AT CINCINNATI.

The receipts and shipments of grain and hay at Cincinnati, Ohio, during the month ending April 30, as compared with the same period of the preceding year, were, according to C. B. Murray, superintendent of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1895.	1894.	1895.	1894.
Wheat, bushels.....	104,093	73,027	67,754	57,052
Corn, bushels.....	330,470	325,081	62,288	47,050
Oats, bushels.....	311,880	260,020	107,479	90,229
Barley, bushels.....	24,500	50,400	72	700
Rye, bushels.....	56,380	28,025	28,193	16,265
Clover Seed, bags.....	4,240	1,187	4,705	2,244
Timothy Seed, bags.....	2,611	1,086	3,352	1,596
Other Grass Seed, bags.....	1,604	5,101	5,205	4,522
Hay, tons.....	8,866	6,005	6,579	3,091
Flour, barrels.....	206,268	121,457	171,451	96,527
Malt, bushels.....	89,345	55,279	51,394	42,174

RECEIPTS AND SHIPMENTS AT MINNEAPOLIS.

The receipts and shipments of grain and hay at Minneapolis, Minn., during the 4 weeks ending May 4, as compared with the same period of the preceding year, were, according to G. D. Rogers, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1895.	1894.	1895.	1894.
Wheat, bushels.....	2,477,210	2,890,080	508,460	595,340
Corn, bushels.....	52,190	98,990	4,310	227,920
Oats, bushels.....	161,280	319,460	148,850	143,660
Barley, bushels.....	7,900	7,420	6,110	8,410
Rye, bushels.....	11,780	4,170	34,550	31,780
Flaxseed, bushels.....	4,380		9,650	21,540
Hay, tons.....	1,810	2,450	29	60
Flour, barrels.....	12,421	6,887	750,388	753,164

RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the 4 weeks ending May 4, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1895.	1894.	1895.	1894.
Wheat, bushels.....	46,200	27,000	86,400	11,400
Corn, bushels.....	887,250	932,160	165,100	355,610
Oats, bushels.....	1,056,000	2,504,700	1,156,100	1,499,600
Barley, bushels.....	73,500	60,700	51,800	37,800
Rye, bushels.....	4,200	18,000	1,200	8,400
Seeds, lbs.....	30,000	30,000	90,000	
Mill Feed, tons.....	600	575	4,987	4,860
Broom Corn, lbs.....	60,000	45,000	45,000	45,000
Hay, tons.....	1,530	2,110	650	1,640
Flour, barrels.....	23,975	19,900	28,275	18,300
Spirits & Liquors, bbls.....	900	1,650	35,111	37,700
Syrup & Glucose, bbls.....	2,068	2,450	23,423	14,252

M. H. Long of Elida, Ohio, writes: "I have been a regular subscriber to the AMERICAN ELEVATOR AND GRAIN TRADE for a number of years and prize it very highly."

RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during April, 1895 and 1894, of seeds, hay and broom corn:

Repts.	Timothy, lbs.	Clover, lbs.	Other grass seeds, lbs.	Flax-seed, bu.	Broom corn, lbs.	Hay, tons.
1895 ..	3,243,234	984,386	329,250	73,468	168,720	15,065
1894 ..	1,717,641	970,943	418,657	207,826	989,474	22,855
Shipts.						
1895 ..	5,825,506	1,137,326	729,088	32,911	48,993	806
1894 ..	6,281,324	1,444,699	1,420,380	62,296	762,140	3,243

RECEIPTS AND SHIPMENTS AT TOLEDO.

The receipts and shipments of grain at Toledo, Ohio, during the 4 weeks ending May 4, as compared with the same period of the preceding year, were, according to Denison B. Smith, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1895.	1894.	1895.	1894.
Wheat, bushels.....	165,900	535,100	1,225,500	1,208,100
Corn, bushels.....	232,100	368,900	615,900	845,700
Oats, bushels.....	36,200	4,900	9,200	9,600
Barley, bushels.....	14,400	2,400		4,400
Rye, bushels.....	3,900	4,000	9,700	10,900
Clover seed, bags.....	3,893	1,336	10,648	6,339
Flour, barrels.....	3,869	6,384	86,736	88,281

RECEIPTS AND SHIPMENTS AT SAN FRANCISCO.

The receipts and shipments of grain and hay at San Francisco, Cal., during the month ending April 30, as compared with the same period of the preceding year, were, according to T. C. Friedlander, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1895.	1894.	1895.	1894.
Wheat, centals.....	934,130	768,577	841,207	632,792
Corn, ".....	18,080	47,349	3,340	33,952
Oats, ".....	39,421	25,021	1,296	300
Barley, ".....	118,087	89,667	74,303	152,419
Rye, ".....	3,164	3,636		
Flaxseeds, sacks.....	142	44		
Hay, tons.....	10,435	9,629		
Flour, bbls.....	145,394	93,173	102,769	71,127

RECEIPTS AND SHIPMENTS AT DULUTH.

The receipts and shipments of grain and hay at Duluth, Minn., during the 4 weeks ending May 4, as compared with the same period of the preceding year, were, according to Frank E. Wyman, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1895.	1894.	1895.	1894.
Wheat, bushels..	1,641,406	764,125	762,450	2,017,266
Corn, bushels....		28,264		14,742
Oats, bushels....	45,695	1,067	20,020	8,062
Barley, bushels..	4,040		83	
Rye, bushels....	12,487			10,000
Flaxseed, bushels.			1,019	
Flour, produced.*	197,839	456,685	294,495	497,959

*Barrels.

RECEIPTS AND SHIPMENTS AT BUFFALO.

The receipts and shipments of grain and hay at Buffalo, N. Y., during the month ending April 30, as compared with the same period of the preceding year, were, according to Wm. Thurstone, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts by lake.		Shipments by canal.	
	1895.	1894.	1895.	1894.
Wheat, bushels. . .	1,825,062	3,851,188		
Corn, bushels. . . .	1,060,312	5,367,448		
Oats, bushels. . . .	809,700	227,000		
Barley, bushels. . .	140,000	321,100		
Rye, bushels. . . .		10,700		
Seed, bags.		2,360		
Flaxseed, bushels. .				
Hay, tons.				
Flour, barrels . . .	33,015	430,851		

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, May 11, 1895, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany.....	62,000	85,000			
Baltimore.....	361,000	180,000	133,000	4,000	
Boston.....	324,000	80,000	64,000		
Buffalo.....	1,398,000	928,000	682,000	24,000	37,000
Chicago*.....	21,051,000	3,329,000	1,417,000	45,000	
do afloat.....					
Cincinnati.....	6,000	12,000	107,000	18,000	
Detroit.....	468,000	154,000	22,000	1,000	7,000
do afloat.....					
Duluth.....	11,014,000		841,000	2,000	1,000
do afloat.....					
Indianapolis.....	47,000	182,000	71,000		
Kansas City.....	260,000	185,000	198,000	1,000	
Milwaukee.....	545,000		9,000	6,000	47,000
do afloat.....					
Minneapolis.....	13,982,000	6,000	223,000	1,000	21,000
Montreal.....	235,000	2,000	133,000	5,000	8,000
New York.....	3,947,000	586,000	777,000	8,000	20,000
do afloat.....	42,000				
Oswego.....	10,000	40,000			25,000
Peoria.....	70,000	12,000	192,000		
Philadelphia.....	155,000	49,000	258,000		
St. Louis.....	1,358,000	999,000	168,000		
do afloat.....	10,000				
Toledo.....	617,000	843,000	33,000	3,000	
do afloat.....					
Toronto.....	49,000		11,000		6,000
On Canals.....	1,048,000	16,000	313,000		
On Lakes.....	2,508,000	916,000	969,000	27,000	74,000
On Miss. River.....	100,000	1,000	1,000		
Total.....	59,623,000	7,981,000	6,155,000	145,000	240,000
Corresponding date, 1894.....	63,510,000	8,920,000	2,575,000	339,000	188,000

*Including grain in "Armour O" and National elevators.

INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector George P. Bunker the grain received at Chicago during the month of April, 1895, was graded as follows:

WINTER WHEAT.

Railroad.	White.			Hard.			Red.			No Grade.
	2	3	4	1	2	3	1	2	3	
C. B. & Q.....	1	1	2		1			45	15	2
C. R. I. & P.....	1			1				27	6	4
C. & A.....	1			39	8			21	29	4
Illinois Central.....	1			34	5			26	16	2
Freeport Div.....										
Galena Div. N. W.....								2		
Wis. Div. N. W.....								1		
Wabash.....				1	1			11	7	1
C. & E. I.....				1				19	14	1
C. M. & St. P.....				1	1			5		
Wis. Cent.....										
Gr. Western.....										
A. T. & S. Fe.....				21	36			14	16	8
Through & Spec.....				1				61	9	24
Total each grade.....	2	3	2	100	51			280	112	41
Total W. wheat.....	7			151						406

SPRING WHEAT.

Railroad.	Colo-rado.		2	3	4	No Grade.	White.		Mixed Wheat.
	2	3					2	3	
C. B. & Q.....			5	1					1
C. R. I. & P.....			1						1
C. & A.....									
Illinois Central.....				1					
Freeport Div.....				1					
Galena Div. N. W.....	7	4							
Wis. Div. N. W.....	2		35						1
Wabash.....	2								
C. & E. I.....									
C. M. & St. P.....					1				
Wis. Cent.....									
C. Gr. Western.....									
A. T. & S. Fe.....									
Through & Spec.....			37		6				
Total each grade.....	9	4	75	4	6				1
Total sp. wheat.....	13				88				2

CORN.

Railroad.	Yellow.		White.		2	3	4	No Grade.
	2	3	2	3				
C. B. & Q.....	51	132	3	6	76	220	3	
C. R. I. & P.....	24	54	5	1	32	62	6	
C. & A.....	58	131	24	72	85	242	5	
Illinois Cent.....	206	648	87	148	46	213	21	3
Freeport Div.....	1	2			3	1		
Gal. Div. N. W.....	8	7			3	4	2	
Wis. Div. N. W.....								
Wabash.....	175	242	30	108	71	146	8	
C. & E. I.....	69	38	44	19	79	39	4	1
C. M. & St. P.....						3		
Wis. Central.....								
C. Gr. Western.....						1		
A. T. & S. Fe.....	5	22	3	12	18	47	2	
Thrh & Spcl.....	54	320	11	26	36	170	20	1
Total each grd.....	651	1,596	209	394	449	1,145	71	5
Total corn.....								4,520

OATS.

Railroad.	White.			2	3	White Clipped.		No G'de.
	1	2	3			1	2	
C. B. & Q.....	2	731	140	225	23			
C. R. I. & P.....		263	119	58	25			6
C. & A.....		140	92	92	26			
Illinois Central.....		337	76	276	40			7
Freeport Div.....		125	15	9	3			
Galena Div. N. W.....		158	57	47	6			
Wis. Div. N. W.....		79	35	2	20			
Wabash.....		273	50	79	13			7
C. & E. I.....		47	15	66	18			
C. M. & St. P.....		281	72	28	5			
Wisconsin Central.....		1	2					
C. G. Western.....		48	31	23	11			
A. T. & S. Fe.....		95	20	75	3			2
Through & Special.....		170	52	121	20			2
Total each grade.....	2	2,748	774	1,101	213			24
Total oats.....								4,862

RYE.

Railroad.	1	2	3	No Grade.
C. B. & Q.....			17	1
C. R. I. & P.....			5	2
C. & A.....				
Illinois Central.....			3	
Freeport Div.....			2	1
Galena Div. N. W.....			3	3
Wisconsin Div. N. W.....			14	1
Wabash.....				
C. & E. I.....				1
C. M. & St. P.....			23	
Wisconsin Central.....				7
C. G. Western.....			9	
A. T. & S. Fe.....			2	1
Through & Special.....			3	
Total each grade.....			81	17
Total rye.....				98

BARLEY.

Railroad.	Bay Brewing.	Chevalier.	1	2	3	4	5	No Grade.	Total No. Cars all grain by Roads.
C. B. & Q.....			16	6			1		1,730
C. R. I. & P.....			2	40			1	3	751
C. & A.....									1,070
Illinois Central.....									2,196
Freeport Div.....				24					189
Galena Div. N. W.....				13			3		330
Wis. Div. N. W.....			12	46	12	5		1	264
Wabash.....									1,237
C. & E. I.....									475
C. M. & St. P.....			37	60		1	11		526
Wisconsin Central.....						4			14
C. G. Western.....			2	16		1			142
A. T. & S. Fe.....									402
Through & Spec'l.....									1,144
Total each grade.....			69	205	23	21	4		10,470
Total barley.....								322	
Total grain, cars.....									10,470

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 21 months ending with April, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1894-95.	1893-94.	1894-95.	1893-94.
August.....	1,360,250	414,700	429,373	341,609
September.....	751,300	1,881,550	375,623	1,195,733
October.....	801,350	2,340,800	351,833	1,810,110
November.....	426,800	1,175,650	143,733	887,708
December.....	459,962	493,900	111,931	383,932
January.....	92,950	183,700	70,016	186,674
February.....	85,300	59,400	105,912	142,645
March.....	75,900	44,000	64,456	92,050
April.....	52,250	129,464	49,545	60,423
May.....		128,289		72,463
June.....		48,400		73,607
July.....		190,850		88,547
Total.....	4,106,562	7,093,633	1,702,422	5,285,498

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending May 11, as compared with same weeks last year, have been as follows:

	For the week ending May 11.		For the week ending May 4.	
	1895.	1894.	1895.	1894.
Wheat, bu.....	1,024,000	1,033,000	619,000	1,438,000
Corn, bushels.....	975,000	920,000	884,000	766,000
Oats, bushels.....	8,000	10,000	5,000	23,000
Rye, bushels.....				
Flour, bbls.....	294,000	297,000	210,000	375,000

DESTINATION OF AMERICAN WHEAT EXPORTS.

The last report of the Bureau of Statistics shows that the destination of the wheat exported from the United States was as follows:

Countries.	Month ending March 31.		Nine months ending March 31.	
	1895.	1894.	1895.	1894.
United Kingd'm.....	4,870,445	3,902,103	43,568,615	42,857,601
Germany.....	42,874	88,090	2,092,438	1,258,113
France.....	466,187	259,184	1,443,766	8,093,116
Other countries in Europe.....	1,020,815	2,269,842	9,636,789	18,980,135
Brit. North Am. Possessions.....	9,234	6,112	2,489,173	2,661,172
Mexico.....	514	902	7,919	4,912
Cent. Am. states & Brit. Hond.....	6,831	4,645	68,871	30,276
West Indies and Bermuda.....	2,058	3,017	7,241	11,494
Brazil.....			63	47
Other countries S. America.....	660	553	1,658	3,533
Asia & Oceania.....	2,280	1,870	30,055	8,539
Africa.....	4,095		21,467	85,379
Other countries.....			52	
Total bushels.....	6,425,973	6,535,818	59,368,107	73,994,872

DESTINATION OF AMERICAN CORN EXPORTS.

ELEVATOR

GRAIN NEWS

An elevator is to be erected at Virden, Man.

An elevator is being built at St. Jacobs, Ill.

Two elevators are to be built at Kennedy, Mo.

W. Y. Evans is dealing in grain at Lamonte, Mo.

A grain warehouse is to be erected at Warsaw, Ohio.

A grain elevator is being erected at Shelburn Falls, Mass.

A 20,000-bushel elevator is to be erected at Lindsborg, Kan.

The St. Anthony Elevator at Putney, S. D., has been closed.

It is proposed to build a cottonseed oil mill at Greer's Depot, S. C.

A new elevator is being erected at the flour mills at Gravett, Ark.

A 48-ton cottonseed oil mill is to be erected at Seguin, Texas.

A 100-ton cottonseed oil mill is to be erected at Greenville, Miss.

A grain elevator and warehouse is to be erected at Hicksville, Ohio.

A cooperative starch factory may be established at Barnesville, Minn.

A new elevator is reported to be under contemplation at Woodland, Ill.

Brassard & Malo, grain and hay dealers at Montreal, Canada, have dissolved.

H. E. Jordan is carrying on a successful elevator business at Plymouth, Wis.

Maher & Durbin, grain dealers at Beardsley, Minn., have dissolved partnership.

Frank N. Quale's new elevator and warehouse at Toledo, Ohio, is completed.

James DuBois is building an extension to his grain warehouse at Adrian, Mich.

The Hay, Grain & Milling Company has been incorporated at Los Angeles, Cal.

C. T. Austin's elevator at Tonica, Ill., has recently been enlarged and remodeled.

People of Nooksack, Wash., say that a potato starch factory is needed at that town.

The Cadwallader elevator at Fostoria, Ohio, is being remodeled into a flour mill.

Bloom Sons have succeeded Bloom & Son, dealers in grain, etc., at New Orleans, La.

The Edmondton Milling Company intends to erect an elevator at Edmondton, Man.

A company has been organized at Clarksville, Texas, to establish a \$40,000 oil mill plant.

Bailey & Pigman, dealers in grain and hay at Omaha, Neb., have gone out of business.

Roberts & Moschel of Morton are building a 20,000-bushel elevator at Leslie Station, Ill.

W. R. Bryan has started in business at Merrill, Wis., dealing in grain, hay, feed, etc.

Theo. B. Chase & Co., grain and feed dealers at New York City, have dissolved partnership.

Lewis & Co., grain commission dealers at Minneapolis, Minn., have dissolved partnership.

Hasenwinkle & Cox's elevator at Bloomington, Ill., which burned recently, is to be rebuilt.

The old Frontier Flour Mills at Buffalo, Wis., is to be remodeled into a large grain elevator.

Hagener Bros., grain dealers of Beardstown, Ill., have begun the erection of a large elevator.

The Lake of the Woods Milling Company has bought the Agnew Elevator at Dominion City, Man.

C. P. Harris is carrying on an extensive business in grain, millfeed, seeds, etc., at Meadville, Pa.

D. E. Richardson & Co. of Chicago are selling corn in 10,000-bushel lots for shipment to St. Paul.

It is reported that a steel elevator is being erected at Atlantic City, Pa., which will cost \$20,000.

The work of remodeling the old Uniontown, Pa., flour mill into a distillery is about completed.

A syndicate at the head of which is J. T. Hancock has purchased the Hamilton Elevator at Uniontown,

Ky., and it will be operated in connection with a new flour mill which is to be built.

The Jackson Farmers' Elevator Company has recently commenced business at Jackson, Minn.

H. L. Bushnell and John Petry compose the Hoopeston Grain and Coal Company of Hoopeston, Ill.

J. G. Davoll of Easthampton, Mass., has purchased G. H. Brayton's grain business at New Bedford.

Norrish & Westfall, elevator men and grain dealers at Beardsley, Minn., have dissolved partnership.

H. C. Hart has succeeded to the grain and implement business of Hart & Chance at Edgar, Neb.

Lewis Mead, dealer in grain, coal and lumber at Calumet, Iowa, has sold out his lumber business.

Garrett Watts has put in one of the A. P. Dickey Mfg. Co.'s Warehouse Cleaners at Pine Grove, Ky.

Comstock & Slessman are erecting a large elevator at Clyde, Ohio, which will be completed by July 1.

The elevator at Greenway, Man., was broken into recently and several wagon-loads of wheat were stolen.

F. T. Evans & Co., a bucket shop concern at Quincy, Ill., failed recently, leaving speculators in the lurch.

Abell & Loomis at Meadville, Mo., are using a new warehouse cleaner, bought of the A. P. Dickey Mfg. Co.

J. C. Eisenmayer has purchased Z. T. Remick's interest in the Trenton Elevator Company of Trenton, Ill.

A company has been formed at Garfield, Wash., to build a grain warehouse, which will be 30x200 feet in size.

John Ratzer of 15 Whitehall street, New York City, has retired from the hay and grain commission business.

The Schwartz Bros. Commission Company of St. Louis contemplates building another elevator in St. Louis.

The elevator at Manlius Center, N. Y., has adopted the A. P. Dickey Mfg. Co.'s Warehouse Cleaner for barley.

The Lake-of-the-Woods Milling Company of Keewatin, Ont., will spend \$75,000 in new elevators this summer.

Cady & Thorn, grain dealers at Auburn, N. Y., have dissolved partnership, Mr. Thorn continuing the business.

The Van Duzen Elevator at Volga, S. D., has been closed and will not be operated until the next crop is harvested.

The Steel Storage and Elevator Construction Company may erect a pneumatic storage elevator at Indianapolis.

J. B. Graves has purchased the elevator and mill of the Benton Harbor Milling Company at Benton Harbor, Mich.

J. H. McGough has succeeded to the grain, hay and feed business of McGough & Perrine at Traverse City, Mich.

Southworth & Co., whose elevator at Cairo, Ohio, burned recently, will rebuild immediately a house of 5,000 bushels.

F. Boutin and F. Fischer have purchased the stock of the Northern Grain Company's branch store at Bayfield, Wis.

A company is being formed at Alpena, Mich., to organize a stock company to erect an elevator and operate a mill.

E. Zimmer & Co. are going to erect a 20,000-bushel elevator at Lester, Ill. William Moschell of Morton has the contract.

The Rex Mill Company intends to erect a 250,000-bushel elevator in connection with its new mill at Kansas City, Mo.

Geo. P. Leach writes us that the Forest City (Mo.) Milling & Elevator Company intends to increase its elevator capacity.

A. W. Skinner intends to erect an elevator at Bloomington, Ill., which will be completed in time for the next crop.

Schryver & Scholl, grain dealers at Baltimore, Md., have dissolved partnership, both gentlemen retiring from the business.

A stock company is being formed at Fernandina, Fla., by O. G. Darling and others for the purpose of erecting a rice mill.

Allinger & Woodcox, millers at Jackson Center, Ohio, write us that they are erecting a new elevator, and expect to have it completed in time for the next crop.

The Consolidated Elevator Company has been incorporated at Duluth, with a capital stock of \$2,000,000, and the incorporators are the purchasers of the Lake Superior elevators. F. B. Kellogg, C. A. Sever-

ance, E. W. Peet of St. Paul; T. B. Casey of Minneapolis, and George Spencer of Duluth are the incorporators.

The Eugene Mill and Elevator Company has been incorporated at Eugene, Ore., where an elevator and mill will be erected.

The Chatfield Milling Company is thinking of erecting an elevator, to be run in connection with a new mill at Waldo, Ohio.

Knollenberg & Wavering, millers of Quincy, Ill., have bought Barney Miller's elevator, mill and other property at Hull, Ill.

The Carnduff Elevator and Milling Company of Carievale, Assa., will soon begin the erection of a new steam power elevator.

A large oat elevator and a feed building are to be erected at Embro, Ont., to be operated in connection with the Embro Mills.

Robt. B. Morris, grain dealer at Myra, Ill., failed recently and Mr. Morris disappeared. When last heard from he was at Chicago.

The A. P. Dickey Mfg. Co.'s Warehouse Cleaner has been adopted by Nagle & Son, who have recently equipped at Milton, Iowa.

A. W. Lawrence & Co. are building an additional warehouse on their dock at Bay View, Mich., for the storage of grain, hay, etc.

Shough Bros. are building a new elevator at their flouring mill at Springfield, Ohio, which will have a capacity of 15,000 bushels.

The Southern Flour and Grain Company has been incorporated at Atlanta, Ga., by G. B. Everett, L. D. Hoppie and J. H. Everett.

Duhme & Yst's elevator at Fowler, Ind., has just been completed. Power is furnished by a 46-horse power Charter Gas Engine.

W. P. Brown, who has been carrying on a brokerage business in grain, etc., at Marquette, Mich., has removed to Green Bay, Wis.

Oxbow, Assa., is still claiming its need of an elevator. About 80,000 bushels of wheat of the last crop were shipped from that point.

C. F. Fendrick and C. Foster, grain dealers at Mercersburg, Pa., have dissolved partnership, Mr. Fendrick continuing in the business.

The A. P. Dickey Mfg. Co. lately made a shipment of their grain cleaners to Italy, and they have been received with considerable favor.

The Edgefield Oil Company has been incorporated at Edgefield, S. C., with a capital stock of \$50,000 to operate a new cottonseed oil mill.

James McNaugher, of the grain firm of Samuel McNaugher & Son, Allegheny, Pa., disappeared April 16 and no trace of him can be found.

It is reported that the Luling Oil and Mill Company of Luling, Texas, will rebuild its gin, oil mill, etc., which were burned some time ago.

Loughrey Bros. of Monticello, Ind., are enlarging their elevator by adding another dump and elevator. They will put in a large corn sheller.

Another grain thief has been arrested at Minneapolis. He had broken into one of the Union Elevator Company's cars when he was caught.

A local paper says that the wheat buyer expected at Putney, S. D., failed to materialize, and that that town needs a wheat buyer pretty bad.

Dean & Riggs, grain and hay dealers at Hillsdale, Mich., have suspended business for a time. It is expected that they will resume next fall.

Joseph Fry of Middleton, Ind., writes us that he intends to build an elevator of 1,500 bushels' capacity and entirely remodel his milling plant.

The Lake of the Woods Milling Company is reported to have contracted for 1,500,000 feet of lumber for elevators to be built in Manitoba this year.

Frank Schilling has succeeded J. B. Graham, grain dealer at Fairview, Kan., and has purchased Theo. Carr's grain business at the same place.

The National Elevator Company's house at Thompson, N. D., which was burned recently, will be rebuilt at once with an increased capacity.

The Grain and Stock Exchange at Geneva, N. Y., which closed its doors recently, has been reopened under the management of E. E. Tucker.

E. C. Cady, a member of the grain firm of Cady & Thorne, Auburn, N. Y., left his home, wife and business suddenly last month and has not been heard of since.

The Peter Heid Grain Company of Appleton, Wis., formerly consisting of Peter Heid, James Lyons and Henry S. Holbrook, has recently been reorganized, Mr. Holbrook purchasing Mr. Lyon's interest and D. H. Balliet securing Mr. Heid's interest. The busi-

ness of the old firm was very successful and the new one is assured of an extensive trade.

The Consolidated Elevator Company of Duluth is going to erect a 40,000-bushel elevator at Mapleton, N. D.

McCormick & Brown are contemplating the erection of a 10,000-bushel elevator at Eureka Springs, Ark., as an addition to their milling plant.

Hussey & Goldthwaite, grain dealers of Guilford, Maine, are doing a good business. In two weeks recently their freight bills amounted to \$700.

The Ohio Bridge Company of Toledo, Ohio, has secured the contract for a steel grain elevator to be erected at St. Louis, Mo., at a cost of \$7,000.

Brooks & Son, dealers in grain and fuel at Owosso, Mich., have been enjoying a growing trade and found it necessary to open a branch office recently.

H. B. Carver, Twin Oaks, Cal., is putting in one of the largest-sized Dickey Overblast Separators, to be used in connection with a threshing machine.

Geo. W. Brundage has succeeded to the business of Scholey & Brundage, dealers in grain and produce at Coldwater, Mich. H. J. Scholey died recently.

A company has been organized with a capital stock of \$75,000 to erect a cottonseed oil mill of 45 tons' daily capacity, to cost \$50,000, at Ft. Worth, Texas.

The Seckner Contracting Company of Chicago has been awarded the contract for building a 100,000-bushel capacity elevator at Wadena, Ind., for A. E. Swan.

Pogue & Hartenstine have succeeded Slicer & Hartenstine, grain and hay dealers at Rising Sun, Md., W. M. Pogue having purchased the interest of Dr. J. B. Slicer.

F. N. Harned has succeeded to the business of Harned, Clark & Co., grain dealers at Evansville, Ind., and will carry on the business under the same firm name.

The Toledo Grain Company has let the contract for a large elevator to be erected at Gwynneville, Ind. The company will also build in Morristown, it is reported.

The Waverly (Ill.) Milling Company has let the contract to the Macdonald Engineering Company of Chicago for a new 60,000-bushel elevator to be erected at Waverly.

Campbell, Thomas & Co. of Frankfort, Ind., are adding a dump, two elevators and a cleaning machine to their oat warehouse. H. W. Richards supplied the machinery.

The Simpson & Robinson Company is building a 100,000-bushel elevator for the Star and Crescent Mills at Chicago, Ill. It will have all the latest improved machinery.

Dumont & Co., an enterprising firm of grain commission dealers at Decatur, Ill., have purchased Henry Heineman's large elevator and other property at Blue Mound, Ill.

D. J. Briggs of Armstrong, Mo., contemplates the erection of an elevator, to be run in connection with his mill. He has not yet decided as to the plan of construction.

M. H. Long of Elida, Ohio, has purchased a half interest in the grain business conducted by A. E. Clutter of Lima City, who operates five elevators at different points.

W. E. Grimshaw, manager of the Kansas City branch of the Herington Mill and Grain Company of Herington, Kan., has been arrested on the charge of embezzlement.

R. G. Risser of Kankakee is building a new elevator at Scovel, Ill., which will have a capacity of 25,000. Mr. Risser has a line of 20 elevators and does a big grain business.

John Y. T. Smith of Phoenix, Ari., writes us that he is building a 100,000-bushel granary to be used in connection with the flour mill. It will be of stone, brick and iron.

The United Elevator Company of St. Louis will probably add a new horizontal 700-horse power engine and change the power transmission to a rope drive of 600-horse power.

John McAfee intends to erect a first-class elevator at Battle Ground, Ind., which will be operated in connection with the Kishel Mill which Mr. McAfee recently purchased.

J. S. Barnes & Co., who started in the grain business at Remington, Ind., a few months ago, have handled 125,000 bushels of corn and oats since they commenced business.

The report that a big system of elevators is to be established at Superior, Wis., which, when completed, will have a capacity of 8,000,000 bushels, is being largely credited and has not yet been refuted. It is said that the South Shore Railroad Company is the promoter of the enterprise and that the plant, con-

sisting of three houses, will be erected on Allouez Bay.

Pierce & Stoker of St. Paul purchased about 5,000 bushels of wheat saved from the National Elevator at Thompson, N. D., which burned recently.

The grain commission companies of Crosby & Co. and E. F. Osborn & Co. of Minneapolis, Minn., have been consolidated into one concern under the style of Osborn, Crosby & Co.

O. P. Taber of Remington, Ind., will build a modern elevator of 80,000 bushels' capacity, and equip it with cleaning machinery. It will have hopper scales and three dumps.

John Hursh of Tamaqua and J. W. Sharp of Newville, Pa., have organized a company under the firm name of J. W. Sharp & Co., to do a grain and forwarding business at Newville.

Hart & Lewis of the Mount Morris Mills and Elevator Co., and dealers in grain, hay and farm produce, at Mount Morris, Mich., have been succeeded by Lewis & Kurtz, Mr. Hart retiring.

William Murphy, formerly with the firm of Benton & Poor, grain dealers of Kansas City, Mo., has severed his connection with that company and started in the grain business for himself.

The Duff Grain Company is erecting a new and commodious grain elevator on the site of the one recently burned at Syracuse, Neb. It will have double the capacity of the old one.

The Kiddoo Milling Company has been incorporated at Oswego, Kan., with a capital stock of \$50,000, to buy, store and sell grain and other farm products and manufacture flour and feed.

A new town has been established on the Soo Railroad near Lisbon, N. D. It is called Anselm. It is said to be a good wheat shipping point and already two elevators have been built.

It is stated that Stein Bros., the proprietors of the Monarch Distilling Company of Chicago and Owensboro, Ky., are making arrangements to put in a million dollar plant at Los Angeles, Cal.

Alexander C. J. Wilkie of Toronto, Canada, was recently arrested at Chicago charged with having embezzled \$40,000 from W. D. Matthews & Co., grain and malt commission merchants of Toronto.

The total receipts of grain at Superior, Wis., during April were: Wheat, 1,349,239 bushels; coarse grains, 39,787 bushels. Total shipments, wheat, 140,307 bushels; coarse grains, 1,522 bushels.

Helsterman & Co., leading grain and produce dealers of San Pedro and Wilmington, Cal., have obtained possession of a large warehouse at San Pedro, their old quarters being too small for their business.

Harmon & McIntyre, the oldest firm doing business in Plymouth, Wis., have carried on a successful grain and elevator business since 1871, and at present they ship annually about 100,000 bushels of grain.

Paddock, Hodge & Co. have bought an old coal warehouse in Toledo, Ohio, and will overhaul it and remodel it into a warehouse for storing oats and corn. H. W. Richards has the contract for the machinery.

J. W. Longwell has associated himself with his brother, under the firm name of Longwell Bros., at Dixon, Ohio, to carry on a grain and elevator business, for which purpose an elevator is now being erected.

The controversy between Van Duzen & Co. of Minneapolis and D. H. Buttz over the possession of the elevator at Lisbon, N. D., and other matters, has been settled, the elevator going to the Minneapolis grain firm.

J. J. McBain, grain dealer of Peterboro, Ont., has been suspended by the Board of Trade for seven days for using a cancelled inspection certificate in connection with a grain deal he had with E. P. McKay & Co. of Toronto.

H. B. McMaster, assistant cashier of the National Bank at Eau Claire, Wis., and C. H. Green, ex-city treasurer, have been arrested for embezzlement, the result of inexperienced speculation on the Chicago Board of Trade.

Robins, Bean & Makepeace have organized a company at New York City to do a general business in grain, hay, feed, etc. They have three large stores situated in different parts of the city and expect to do a large business.

George White is carrying on an extensive and growing business at his elevator at Fairfield, Iowa. He takes an active interest in all matters of importance in the grain trade and has, therefore, the first qualification of success.

Senator Sevaton of Jackson County, ex-State Treasurer Charles Kittleson and J. M. Bartlett of Minneapolis have been indicted for larceny by the grand jury of Le Sueur County, Minn. These gentlemen are members of the Gilbert Grain Company of Owatonna. It is charged that the company two years ago disposed of about 15,000 bushels of grain which had

been stored in their elevators at Owatonna by Le Sueur County farmers, who have never received a cent for their grain.

A. H. Richner writes us that he has the contract for placing all new machinery and dumps in Lowe & Son's elevator at Monticello, Ind., and also at W. M. Darter's elevator at Ladoga, Ind.

The Economic Feed Company has been incorporated at Chicago, Ill., with a capital stock of \$10,000, to manufacture feed and deal in grain. The incorporators are Hugo E. B. Schrader, Christian C. Hill and John J. McClellan.

Three years ago proceedings were instituted to wind up the affairs of the Frye Grain Company of Rochester, N. Y. W. B. Hale has just been appointed permanent receiver until a voluntary dissolution shall have been effected.

Southworth & Co.'s 10,000-bushel elevator at Moffitt Station, Ohio, built on the honeycomb construction plan, for which the Macdonald Engineering Company had the contract, was completed recently and is in successful operation.

The Central Vermont Railroad Company has won the first of fifteen suits brought against it by insurance companies to recover losses incurred by the burning of grain in an Ogdensburg elevator in September, 1890. It was a test case.

There is a project for the erection of a large public grain elevator at Little Rock, Ark. A committee appointed by the Board of Trade to investigate as to a suitable site made a favorable report recently and definite arrangements are in progress.

The Farmers' Elevator Company of St. Louis, Mo., has resolved to increase the capacity of the elevator from 750,000 to 1,500,000 bushels, and that the entire plant be equipped with the automatic sprinkling system and other modern improvements.

John R. Dietrich, who does a large grain and elevator business at Bremen, Ind., is negotiating with the B. & O. R. R. Company for the erection of a 50,000-bushel elevator to take the place of his present house, which has a capacity of only 9,000 bushels.

J. G. Claphamson, who for the past five years has been F. H. Peavey & Co.'s general salesman on 'Change at Minneapolis, Minn., has embarked in business under the firm name of J. G. Claphamson & Co., and will handle all kinds of grain and mill feed.

Henry Dickerson, until recently employed by the Andrew & Gage Elevator Company as manager of its elevator at Perham, Minn., was arrested recently at St. Paul on a charge of embezzlement, preferred against him by that concern, of over \$1,000.

R. C. Ennis, miller, recently purchased the Farmers' Elevator at Neepawa, Man. The price paid was between \$9,000 and \$10,000, \$1,000 over the liabilities of the company. As the elevator cost in the neighborhood of \$22,000 the stockholders lost heavily.

Bartlett, Kuhn & Co. are erecting their new elevator at Terre Haute, Ind. The elevator will cost about \$100,000. Two miles of track will be laid, for which Bartlett, Kuhn & Co. will pay, the railroad allowing them \$1 per car in and out until reimbursed.

A. L. Kull has been arrested at Mexico, Mo., charged with obtaining money under false pretenses. Kull made arrangements with certain parties in Mexico to buy and sell grain and stock for the firm of J. R. Coe of Chicago, but such firm is not in existence.

C. S. Smith, the cashier and bookkeeper for L. W. McGlauffin & Co. at San Francisco, Cal., mysteriously disappeared some time ago, and he is said to have absconded. McGlauffin & Co. is the firm which engineered the late Senator Fair's \$3,000,000 wheat deal.

Ten elevators operated by C. E. Thayer and 13 by the State Elevator Company of Minneapolis have all been consolidated under the latter company, which will be under the management of C. E. Thayer. Elevators E1 and E2 in Minneapolis will be used as terminal houses.

The Centerville (Md.) Manufacturing Company is considering the matter of building an elevator of about 10,000 bushels' capacity, but is not as yet decided. If erected it will be separate from the mill and driven by rope transmission with spouting to and from the mill.

O. F. Malcolm, a partner of T. D. Waterbury in the firm of Malcolm & Waterbury, which formerly carried on an extensive "grain business" in Iowa and other states, has caused the arrest of Waterbury at Chicago on the charge of embezzlement. The firm failed a short time ago with liabilities of \$40,000, assets about nil.

The entire line of the North Dakota elevators and warehouses in North Dakota and in Minnesota, along the line of the Northern Pacific Railroad and its branches, has been sold to the Consolidated Elevator Company, a corporation organized under the laws of West Virginia. The consideration named in the deed is \$3,500,000. The line of warehouses, which was in the hands of a receiver for some time, was trans-

ferred in November, 1894, by Receiver Forbes to M. W. Peet and wife for a consideration of \$500,000.

E. L. Trask & Co. have organized to do a commission business at Minneapolis, Minn., handling grain, hay, flour, etc. The gentlemen composing the firm have been in the commission business for the past 13 years and are personally acquainted with the city and country trade.

Alexander C. J. Wilkie of Toronto, Canada, was recently arrested in Chicago on the charge of having embezzled \$40,000 from Wilmont D. Matthews & Co., grain and commission merchants of that city. He was a confidential clerk, and had access to the firm's bank account.

A. L. Jordan writes us that the Milan (Tenn.) Milling and Manufacturing Company is contemplating the erection of an elevator of 40,000 bushels' capacity. It will have arrangements for handling corn with steam shucker and sheller and all modern improved machinery. The mill will be enlarged.

The Farmers' Elevator at Carthage, S. D., which had been left in an incomplete condition, has been purchased by the Marfield Elevator Company of Winona, Minn. It will be thoroughly completed and operated by that company under charge of Geo. A. Lawrence, the present agent at that point.

Work will be commenced about June 1 on the large elevator to be constructed at the junction of the Spokane, Palouse and O. R. & N. railways, Garfield, Wash. A company headed by one of the heaviest grain dealing firms in the Palouse district will erect the warehouse, which will be 30x200 feet in dimensions.

It is reported that the Wheatland Mercantile Company will soon commence the erection of a large warehouse for the storage of grain and other farm products, and will also build an elevator with a feed grinder attached. Steam power will be used to operate it. The warehouse is to be 40x80 feet, two stories high.—*Bee, Omaha, Neb.*

Henderson & Co., grain dealers of Pittsburg, Pa., are at the head of a project for the erection of a large elevator. The plans call for a steel ribbed building with outer walls of brick. It is to be fire-proof throughout. The latest and most improved machinery will be introduced and it is claimed that it will be one of the finest of its kind in the United States.

The Dulle Milling Company intends to erect a 50,000-bushel elevator at Jefferson City, Mo., the contract for which has been let to Es Mueller & Barry. The contract for the machinery was let to the Wolf Company, except the cleaners, which will be furnished by the Richmond Manufacturing Company, represented by W. J. Baker, and the S. Howes Co.

The Great Western Manufacturing Company has been awarded the contract for the machinery, belting, etc., for the new Rock Island Elevator being erected at Kansas City, Kan. The elevator will have a storage capacity of 150,000 bushels and a handling capacity of 60,000 bushels daily, and will be equipped with all the latest and most approved machinery.

The largest single consignment of wheat ever received at Kansas City, Mo., was shipped last month from Everest, Kan. It consisted of a train of 32 cars, and makes a pleasant reminder of what Kansas can do when the state has a crop failure. The wheat had been bought of farmers in the vicinity of Everest by J. M. Robbins, who operates several elevators in Northwestern Kansas.

G. F. Wallace, formerly with Hillman Bros. of Minneapolis, and W. T. Orcutt of Wahpeton, N. D., have started in business at Minneapolis under the firm name of Wallace & Orcutt. Their style of doing business is new and unique. They charge no commission for handling goods, but act as agents for country shippers at a fixed price, agreed upon between themselves and the shipper.

The following are recent purchasers of Demuth's Check Scale Beams: Coon & Churchill, Toledo, Ohio; Jessiah Wolf, Lindsay, Ohio; the C. H. & D. Ry. Co., Cincinnati; Toledo and Wabash Elevator Company, Toledo; The Wisconsin Milling Company, Milwaukee, Wis.; The Edw. P. Allis Co., Milwaukee; Zorn, Horning & Co., Gibsonburg, Ohio; the State Capital Building of Denver, Colo.

M. F. Williams will erect a \$5,000 grain storehouse on Northern Pacific Railway land at Milwaukee. He has obtained a 20-year lease of land and binds himself to give the Northern Pacific preference in shipments. The rental is to be \$25 per year until 1899. After that date it is to be 6 per cent. of the value of the land. And the railroad reserves the right to cancel the lease should the property be deemed necessary for railroad purposes.

The Pennsylvania Commission Company, one of the largest bucket shops in Pittsburg, suspended May 10. The proprietors, Spuhler & Frazier, give as the reason the rapid and continued rise in all the speculative markets. The firm was short on oil during the first flurry, and the recent rise in wheat, corn and New York securities forced them to the wall. Ten other local commission houses placed trade with this firm

and will share in the wreck. The assets and liabilities exceed \$50,000, and losses will fall on local speculators.

It is during the prevalence of these kinds of markets that the bucket shop speculator invests and the bucket shops get rich and fail. But bucket shop players are said to have grown wiser, if not wise, and now sell out at a rise of half or one point, which hits the shops very hard.

John C. Allen, an industrious personage who is said to have been conducting bucket shops in twenty-five different cities in New York, Pennsylvania and other states, made an assignment recently at Buffalo. The liabilities may reach \$250,000. Allen has been arrested on the charge of misappropriation of \$1,500 placed with him to hold wheat margins. Speculators in Toronto, Canada, will lose \$20,000.

A large elevator is to be built at Pittsburg, Pa., and the work of clearing the site has been commenced. The elevator is to be built between the street and the present tracks of the Pittsburg & Lake Erie road. An elevated switch track on a level with the Panhandle and P., V. & C. roads is to be erected so that grain coming in on the Lake Erie can be quickly hoisted to the cars of the other two lines, 40 or 50 feet above.

The commission houses of the C. W. Smith Commission Company and the Goddard, Hall & Sheridan Commission Company of St. Louis, Mo., have consolidated under the firm name of Smith, Sheridan & Vincent, with C. W. Smith as president, John G. Sheridan as vice-president and J. F. Vincent, secretary and treasurer. All these gentlemen are well and favorably known and the combination is a strong one.

A decision was recently rendered in the case of the Minneapolis & Northern Elevator Company vs. the county commissioners of Clay County which will interest grain men, inasmuch as the Minnesota Supreme Court decides that wheat shall be taxed not at the point where it is bought but where it is sold. The litigation arose from the county commissioners attempting to assess and tax wheat in an elevator located in Clay County.

The Calumet Grain and Elevator Company of Chicago has purchased a strip of land at South Chicago, Ill., and intends to increase the elevator capacity by additions to those now at that point. This company is the corporation recently formed by the combination of Fisk, Bennett & Co. and Markwald & Buchanan. M. H. Bennett is president, S. P. Buchanan vice-president, and Ernest Markwald secretary and treasurer.

The Hudnut Grain Company of Pekin, Ill., and Victor P. Turner of Havana, have consolidated under the firm name of The Turner-Hudnut Company, with headquarters in Pekin. The company will buy and sell grain, controlling all the elevators, fifteen in number, of both the Hudnut and Turner systems, and it is said that other houses will be built and purchased. The incorporators are: V. P. Turner, B. G. Hudnut and W. B. Aydelott.

The Cornelius Mill Furnishing Company is putting in the elevator and conveying machinery and apparatus for the steel tank system of grain storage which the St. Louis Mill Company is having built at its mill at Carlinville, Ill. The plant will embrace four tanks with a capacity of 100,000 bushels and a tower for the elevator belts. Two more contracts for the tank system are about to be let, one at an Illinois town and the other in North St. Louis.

The Western Grain and Stock Exchange of Chicago has suspended operations. A speculator carried out \$1,400 in "winnings" recently, which was too much for the bucket shop. It is not often that gamblers get the worst of it at their own game, but this was an exception, and, in the words of one of the managers, it wasn't a case of poor business, but of too much business; "it's cheaper to shut up than lose, so we're going to close awhile until luck changes."

A prominent Chicago grain commission man said recently: "I can't understand why the sugar refinery people do not build an elevator and carry a certain amount of corn in stock instead of buying supplies daily. They come in on the small receipts and put prices up. They did the same thing on the crest of a bulge in January, and the market slipped right back after a little local shortage had been relieved by more liberal receipts." Perhaps the sugar refinery people need a few suggestions from elevator builders.

A certain institution at San Francisco, Cal., has been making lots of trouble on account of the Chicago grain markets and enticing ladies to speculate. A young woman has sworn out a warrant for the arrest of the proprietor, Geo. W. Rumble, on the charge of grand larceny by trick, fraud and device. She said she went to Rumble's office, and at his suggestion put up \$500 on an investment of 15,000 bushels of wheat in the Chicago market. After paying over the money she walked toward the door and had just reached it when Rumble called out to her, "You've lost, the market has changed." Another speculator, and an old lady at that, was foolish enough to risk \$2,000 on a similar investment, and similarly the market "changed." Many other women lost in the same way. Rumble had been fined \$200 just a few days previous;

the amount was given to his clerk to pay, and there is now a warrant out for the clerk's arrest on the charge of embezzlement.

Among recent orders of the Link Belt Machinery Company of Chicago are the following: 3,000-horse power Standard Watertube Safety Boilers for the North Chicago Street Railway Company's new plant; a 150-horse power for Fabacher Bros' hotel at New Orleans, La.; a 100-horse power for Martin & Van Oven, Naperville, Ill.; and a 200-horse power plant for the city of Independence, Iowa.

OBITUARY

Richard Leary, grain dealer of Lindsay, Ont., died recently.

LeRoy Herrick, grain dealer of Kasota, Minn., died suddenly at St. Paul, recently.

Richard F. Donaldson, grain dealer of Peru, Ind., died April 19 at the age of 75 years.

Hamilton A. Hill, for 25 years secretary of the National Board of Trade, died suddenly in Boston April 28.

Adolphe Vieser, who was for 34 years in a responsible position with Norton & Co. of Chicago and well-known in the grain trade, died recently.

F. H. Ryan, president of the Merchants' Elevator Company and of the Ryan Commission Company of St. Louis, Mo., died recently of diabetes.

Wm. Paul, once a prominent grain measurer at the port of Philadelphia and a member of the Commercial Exchange, died May 5 at the age of 84 years.

Harvey K. Hinchman, a prominent grain merchant and ex-president of the Philadelphia Commercial Exchange, having served in that capacity for two consecutive terms, in 1887 and 1888, died at his home in Philadelphia, May 6, of Bright's disease. Mr. Hinchman was 48 years of age, and was a son of the late Howard Hinchman with whom he was associated in business.

A. P. Bartlett, one of the oldest and most highly respected citizens of Peoria, Ill., died April 11 of old age and general debility. A. P. Bartlett was born in Salisbury, N. H., in 1812, and went to Peoria in 1835 and has always been in active business up to ten years ago, when he retired, though still having large interests. At the time of his death he was a member of the firm of S. C. Bartlett & Co.

Nat S. Jones, a prominent member of the Chicago Board of Trade, died April 24 of paralysis. He was born at Centerville, Ohio, Jan. 26, 1841. In 1875, after a venture of his own in Cincinnati which failed, Mr. Jones came to Chicago and entered the firm of William Young & Co., and afterward became a member of the firm of George C. Eldredge & Co. Then he started the firm of Kennett & Hopkins and became widely known.

H. J. Sholey Sr. died at Coldwater, Mich., April 7, at the age of 81 years. He had been connected with the grain and produce business at Coldwater for over 40 years and continued in business almost up to the time of his death. He was very much esteemed for his uprightness of character and honest business methods by all who ever had the pleasure of dealing with him. His wife had died just 20 days previous to his death, at the age of 78 years.

William Young, who had been for years at the head of the Chicago and Milwaukee grain commission house of Wm. Young & Co., died at his home at Milwaukee, April 15. Mr. Young was born in Colberg, Lower Canada, in 1829, and was a nephew of Governor-General Young. More than 40 years ago he removed to Milwaukee and engaged in the grain shipping trade. Until a recent period Mr. Young was a prominent and aggressive operator on the Board of Trade. He was a constitutional and persistent bull, and engineered some of the biggest deals ever made on 'Change.

B. McCracken, the head of the firm of B. McCracken & Son, grain commission dealers at Pittsburg, Pa., died April 20. Mr. McCracken was born at Florence, Pa., April 10, 1824. He was a school teacher and surveyor there for fourteen years. He came to this city in 1858, and up to the period of his illness was actively and prominently identified in business. Some years ago he was a member of the grain firm of Elwood & McCracken, and later engaged in the same business in partnership with his son, John A. McCracken. He was known among his many friends and business associates as a kind-hearted, upright and agreeable man and scholar.

The law says that everyone who breaks a contract shall pay for the natural consequences arising from the breach thereof, which must include gains prevented as well as losses sustained, provided they are reasonably certain, and such as might naturally be expected to follow the breach.

Fires, Casualties, Etc.

H. J. Rolfs, grain dealer at Elkhorn, Neb., sustained a loss by fire recently.

The elevator at McLeod Mill at St. Stephen's, N. B., was recently destroyed by fire.

The elevator at Reading, Ill., was burned recently, together with 4,000 bushels of oats.

Several carloads of baled hay were recently destroyed at the Atlas distillery in Peoria, Ill.

Z. W. Burnham, commission dealer in grain at Chico, Cal., suffered a loss by fire recently.

The elevator at Buffington, Minn., was recently destroyed by fire, together with 15,000 bushels of wheat.

The flour mill elevator at Wabasha, Minn., was destroyed by fire May 1. The loss was covered by insurance.

During a heavy windstorm at Walnut Grove, Ill., May 6, the grain elevator was almost entirely demolished.

The American Brewing Co.'s plant at Carlisle, Pa., was burned April 26 at a loss of \$30,000; partly insured.

Howley & West's elevator at Muir, Mich., was destroyed by fire April 16, at a loss of \$4,000; insurance \$2,000.

The new grain and hay warehouse at Prescott, Cal., belonging to Willis Norton of Phoenix was burned April 30.

F. H. Hancock's elevator at Hancock, Iowa, which cost \$15,000, was destroyed by fire April 23. It was well insured.

W. P. Mirrick's malt house at Lyons, N. Y., was burned recently. The building was insured for \$20,000, stock \$30,000.

The elevator at Brown's, Ohio, burned recently, sustaining a loss of \$5,000, for which there was an insurance of \$3,800.

Robert Rose sustained damage to his commission house at Chicago, and his stock of grain, etc., amounting to \$1,000, May 11.

At a destructive fire at Dubuque, Iowa, on April 22, Evan & Kuhl's grain warehouse was destroyed at a loss of \$2,000; insured.

The hay and grain storage warehouse of Everett & Co. at Atlanta, Ga., was consumed by fire April 22. Loss \$5,000; insurance \$1,500.

I. Barker's warehouse at Columbia, Tenn., was burned April 15, together with 400 barrels of corn and some hay. Loss \$1,500; insured.

A large grain warehouse at Block's distillery at Madison, Ind., collapsed recently and scattered 50,000 bushels of grain over the ground.

The Farmers' Elevator at Wells, Minn., was struck by lightning May 5, the damage done amounting to \$100, which was covered by insurance.

A fire, generated by an overheated journal in the top of a marine leg in the Union Elevator at Cleveland, Ohio, caused a loss of about \$900.

J. M. Cross' large grain and feed warehouse at Philadelphia, Pa., was destroyed by fire recently, the loss on the building being \$8,000, on the stock \$3,000.

Balfour, Guthrie & Co.'s warehouse at Benicia, Cal., was recently destroyed by fire, together with 3,500 tons of wheat, the total loss being \$150,000; fully insured.

L. Monteen's elevator and office at Wahoo, Neb., was destroyed by fire April 20, together with several hundred bushels of grain. Loss \$3,000; insurance \$2,000.

Wm. K. Payne's barn and granary near Dexter, Minn., which contained 1,500 bushels of grain, was destroyed by fire April 26, causing a loss of \$1,200; insurance \$500.

Hines' large elevator at Litchfield, Minn., narrowly escaped being burned April 19 when a neighboring warehouse was consumed; as it was it escaped with but very little damage.

Taylor & Burke's elevator at Milligan, Neb., which was full of grain, was burned April 25, causing a loss of \$7,000; no insurance. A match accidentally dropped was the cause of the fire.

The old Corn-is-King Elevator at Elkhorn, Neb., caught fire April 14 from a locomotive spark and was burned. The house belonged to Mrs. Theodore Van Alst, whose loss is \$7,000, no insurance, the loss on the

grain, which belonged to H. F. Marsh, being \$5,000, insurance \$2,500.

Joseph Stringham's elevator at Oshkosh, Wis., which contained 20,000 bushels of oats, collapsed May 11. The settling of piles and a high wind caused the disaster. It was built in 1850.

Howard Clugston, ex-mayor of Ashland, Ohio, and a prominent grain dealer at that place, committed suicide at San Diego, Cal., April 18. It is thought that his poor health was the cause of his action.

Walter Baldwin's potato warehouse at Waupaca, Wis., was damaged by fire April 17, consuming 1,000 of the 8,000 bushels of potatoes stored therein. The total loss was \$4,000, and was covered by insurance.

The Farmers' Union and Milling Company's warehouse at Stockton, Cal., was destroyed by fire April 27. It is thought the fire was of incendiary origin. It had just been cleaned out and contained but little grain.

The Savannah (Ga.) Rice Mill was destroyed by fire recently, together with 50,000 bushels of rice. The loss is estimated at \$125,000 on buildings and plant, upon which there is an insurance of \$60,000; the loss on the rice is covered.

McMorran & Co.'s large grain elevator and Davidson's flour mill at Port Huron, Mich., were burned May 12, with a loss of from \$175,000 to \$200,000. The elevator contained about 300,000 bushels of grain. The insurance is only partial.

In a recent fire at Atlanta, Ga., G. B. Everett & Co. lost about seven cars of hay and a large quantity of feedstuff and oats sacked, which was stored in one of the buildings burned. The loss was about \$2,000; fully covered by insurance.

George Thompson, grain dealer at Camden, Pa., was assaulted by a negro in his store recently. He was struck on the head with a brick as he bent over in a crib, but being only partly stunned called for help as he fell. The negro has not been found.

The National Elevator Company's elevator at Thompson, N. D., was destroyed by fire on the morning of April 19, with 5,000 bushels of wheat. The origin of the fire was not discovered. The loss was \$9,000, which was covered by insurance.

A fire which is said to have started in Little & Co.'s hominy mill and grain elevator at Yellow Springs, Ohio, May 7, destroyed property to the value of \$100,000, insured for about half, among other buildings Harshman & Co.'s elevator being consumed.

Southard & Co.'s elevator at Cairo, Ohio, operated by N. M. Johnston, was burned April 17, the fire catching from a spark from a passing engine. About 600 bushels of wheat and 1,200 bushels of oats were destroyed. Loss about \$6,000; insurance \$3,000.

M. G. Leonard's elevator at Belvidere, Ill., which was built in 1851, was destroyed by fire May 1. It was operated by Marshall Bros., and contained 10,000 bushels of oats, the loss on which was covered by insurance. The elevator will probably be rebuilt.

A little girl 10 years old was fatally injured at an elevator at Salina, Kan., recently. She was riding on the sweep of the horse power when her foot caught in the machinery and she was drawn into the wheels. Both legs were broken and she was terribly mangled.

John Shields, who was employed in the N. Y. & N. E. Elevator at Boston, Mass., was instantly killed April 15, while at work about the machinery in the elevator. He was caught in the shafting and was torn to pieces before his companions could reach him.

James McKennon, employed as wheat shoveler in the Daisy Mill Elevator at Superior, Wis., was killed while at work on an elevator boot April 17. The machinery was shut down, but McKennon gave the signal to start up, and was hit in the head by the elevator cups and drawn down by the belt.

The 20,000-bushel elevator of E. M. Walbridge at Echo, Minn., formerly owned by A. L. Foster of that place, was recently burned. The fire started in the engine room. The elevator contained about 12,000 bushels of grain and was leased to the Central Elevator Company. H. O. Homme, the company's agent, was badly burned. C. A. Smith & Co. of Minneapolis lost notes to the amount of \$2,000.

THE DECATUR MEETING.

Those who expect to attend the annual meeting of the Illinois Grain Dealers' Association, to be held at Decatur, June 19, should bear in mind that Decatur is one of the principal cities on the line of the Wabash Railroad, being the focal point of the lines of that system from the North, East, South and West. The train service from every direction on these lines is excellent. From Chicago, for instance, there are four daily trains for Decatur; namely, at 8:10 A. M., 10:50 A. M., 2:20 P. M. and 9:00 P. M. For tickets, reservations and any information in regard to this trip call at ticket office, 97 Adams street, or write F. A. Palmer, 310 Marquette Building, Chicago, Ill.

THE EXCHANGES

Chicago Board of Trade memberships are held at \$700 to the buyer.

The Chicago Board of Trade is to receive some alterations. The delivery room on the ground floor may be taken out and the commission offices given more room.

The new Chamber of Commerce at Detroit, Mich., was dedicated May 2, the ceremonies being wound up with a banquet. The new building has what is claimed to be the handsomest Exchange hall in the country.

The courts have heretofore sustained the Exchanges in imposing their penalties on members for infraction of rules, says the *Toledo Market Report*, but now comes the Appellate Court of Illinois and decides against that feature.

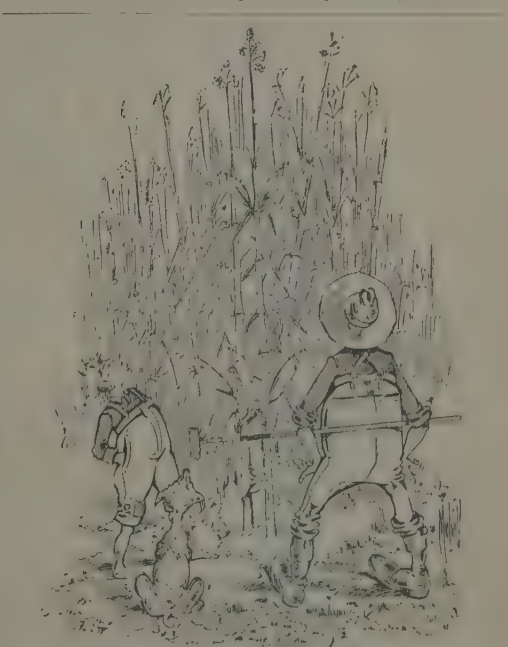
The Chicago Board of Trade directors are after members who have been trading after hours, hammer and tongs. Two traders were called before that body recently and admitted having traded after hours. They were given a day's vacation from the floor.

The Appellate Court of Illinois has reversed the decision of the Superior Court in the mandamus suit of Murry Nelson against the Board of Trade and instructed the lower court to issue a peremptory writ restoring the wealthy operator to membership in the Board.

A copy of the thirty-seventh annual report of the trade and commerce of Chicago, for 1894, compiled for the Board of Trade by Geo. F. Stone, secretary, has been forwarded to us. It makes a volume of over 350 pages, and is replete with the most valuable statistics and other useful information.

The Chicago Board of Trade's committee appointed to investigate as to the status of the grain in the elevators, in case the licenses of the warehouses are revoked by the warehouse commissioners, has reported as follows: "The revocation of a warehouse license does not of itself make the warehouse 'irregular' as to its outstanding receipts, but whenever a warehouse license is revoked the directors have power to at once declare the warehouse or its outstanding receipts both irregular. The clause in the rules making warehouse receipts regular for six months after a warehouse becomes irregular applies only to the expiration of the annual period, July 1, when all elevators cease to be regular unless their privilege is renewed by an affirmative vote of the board of directors."

New Orleans is one of the great bean consuming centers of the United States. The town takes about 200 carloads annually, and the demand is steadily increasing. Pittsburg takes many beans for the miners, while Minneapolis, St. Paul, Duluth and other towns buy them by the carload for the lumbermen. Mobile, Ala., calls for about 20 carloads annually, and Pensacola, Nashville and Louisville have all acquired a fondness for beans and buy them by the carload.



This Spring more than discounts the biggest story of the Oldest Inhabitant.—*Minneapolis Tribune*.

CROP : CONDITIONS.

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

MISSOURI, FOREST CITY, HOLT Co., May 7.—Wheat is getting very scarce. GEO. P. LEACH.

NORTH CAROLINA, HOMINY CREEK, BUNCUMBE Co., May 8.—The growing wheat crop is looking fine in this vicinity. J. E. CLARK.

VIRGINIA, COVINGTON, ALLEGHANY Co., May 11.—The prospect here for a good crop of wheat was never better than now. JNO. W. BELL.

MISSOURI, LIBERTYVILLE, ST. FRANCOIS Co., May 13.—The wheat crop looks bad; will make about 50 per cent. of last year's. C. T. MCCORMICK.

NEBRASKA, GERING, SCOTT'S BLUFF Co., May 7.—The crops under irrigation are looking well. There will be nothing outside. H. L. LEACH.

NEBRASKA, MADISON, MADISON Co., May 9.—Crops are "out or sight" here. Lots of rain and hot weather has forced stuff ahead. W. E. KINSELLA.

KANSAS, GYPSUM, SALINE Co., May 10.—Old wheat is getting very scarce and the new crop is almost a total failure. WM. TEICIGRABER & BROTHER.

MISSOURI, WAYNESVILLE, PULASKI Co., May 7.—The growing crop is in fine condition. We have had good rains. Wheat in farmers' hands is scarce. KERR & SONS.

KENTUCKY, CARRSVILLE, LIVINGSTON Co., May 10.—Wheat in this section looks well, and if the drouth does not last too long we expect a good crop. E. B. GWARTNY.

TENNESSEE, GLENLOCH, MONROE Co., May 1.—Wheat is looking fine; just commencing to head out. Corn planting is done. Old wheat is getting scarce. THOMAS JONES.

MISSOURI, CURRENT VIEW, RIPLEY Co., May 7.—The prospect for a wheat crop is only fair, as the weather has been too dry for wheat this spring. W. A. PRESTON.

WISCONSIN, CAZENOVIA, RICHLAND Co., May 10.—Winter wheat is almost an entire failure; most all of it about here has been plowed up. Rye looks well, so does the oats so far. WM. WALL.

ILLINOIS, LEBANON, ST. CLAIR Co., May 3.—Wheat in this locality will probably yield an average crop. It is too dry, and if the drouth continues serious damage may result. PFEFFER MILLING COMPANY.

MISSOURI, HOUSE SPRINGS, JEFFERSON Co., May 8.—Wheat in this section is nearly all out of farmers' hands. The growing wheat crops are fine on the river, but wheat will be short on the ridges on account of dry weather. Spring seeding is nearly done. J. R. MCATEE.

PENNSYLVANIA, BLAIN, PERRY Co., May 11.—There is about one-fourth less acreage planted this year. The crops are looking very good. We have not had a like promise for years. The stocks in store and in farmers' hands are small, perhaps one-fourth of the last crop. GUTSHALL & BOWER.

MICHIGAN, DOWAGIAC, CASS Co., May 12.—The wheat here looks nice and with more rain will be a good crop. Wheat is hard to get here now. The Colby Milling Co. has to buy the most of its wheat at Chicago. The company pays 65 cents for farmers' wheat at the mill. GEO. MELVIN.

KENTUCKY, LEXINGTON, FAYETTE Co., May 11.—The acreage of wheat is not over 75 per cent. of the usual crop. It is quite forward and looks well. There is scarcely any in farmers' hands, much less than we have ever known. There are also very small stocks in dealers' hands.—BYRNS & LEWIS.

KENTUCKY, STURGIS, UNION Co., May 1.—Wheat is looking well and the prospects for a large crop were never better. Corn planting is well advanced, but the cut worms have damaged the early planted to a great extent and most of it will have to be replanted. Old wheat is nearly all gone and is getting scarce. DAVID WALLACE.

TEXAS, BEAUMONT, JEFFERSON Co.—This is a lumbering community. We plant no oats, corn, millet or hay seed. All feed is bought from the northern part of the state or from Kansas. We have started to grow rice, however, and last year the crop yielded about 30,000 barrels. This year the crop will be double that. P. A. HEISIG.

INDIANA, COLUMBUS, May 10.—This part of Indiana is afflicted with new species of cut worms. There are three separate and distinct kinds of these pests and complaint of their savage attacks upon young corn especially are loud. The gray cut worm has usually done but little damage in this part of Indiana. Then there is a red worm with a rapacious appetite. In addition to this, army worms have appeared in many localities. They appear to have a leader that directs

their course and young corn and grasses disappear in their pathway.

OHIO, WAPAKONETA, ANGLAIZE Co., May 13.—The prospects for the wheat crop are good in this vicinity. JOHN H. KOTH.

NORTH DAKOTA, NICHOLSON, SARGENT Co., May 10.—Wheat acreage is 80 per cent. and other cereals 90 per cent. as compared with last year. The abundant rains the past week have been greatly beneficial to early sown grain, which is doing nicely and looking better at this time than it has for a number of years. HERMAN COLE.

MISSOURI, BRASHEAR, ADAIR Co., May 10.—The acreage of oats in this vicinity is very large and the prospect was never more promising. There is no wheat here to speak of. The acreage of corn is very large. Farmers have nearly all finished planting. The weather is very warm. We have plenty of rain and a few chinch bugs. R. M. HINES.

NEBRASKA, May 10.—Farmers in the extreme western part of the state report chinch bugs in rye and barley fields to an alarming extent. Their presence is most marked in those sections where no heavy rains have recently fallen. Grain men think they will disappear with the first big rain. They are injuring the plant, which is prematurely advanced.

MICHIGAN, DAVISBURG, OAKLAND Co., May 9.—It looks as though wheat would be a small crop in this county this year. We had no rain from April 3 until the seventh of this month. When the rain did come it was with such a rush that it did a lot of damage. I do not think that we can possibly have 10 bushels to the acre, as the crop looks now 20 per cent. worse than it did the first of April. W. S. WALLS.

ILLINOIS, CISCO, PIATT Co., May 9.—In this vicinity there is an average acreage of oats sown, but they are backward and turning yellow on account of severe dry weather. If we do not get rain soon they will be badly damaged. Corn planting is about over and some of the earliest planted is up. Fully 50 per cent. of it will never come up to make a stand unless it rains. Wheat does not give promise of making half a crop. F. S. WEILEPP.

MARYLAND, CHEWSVILLE, WASHINGTON Co., May 10.—The coming wheat crop is very promising although somewhat backward owing to the hard winter. The acreage has not been materially reduced. The rye and oat crops are looking very fine and unless something unusual turns up they will be very large. The farmers are nearly all planting large crops of corn. The fruit trees, too, give promise of an abundant crop. H. V. TROVINGER.

KANSAS, BUCYRUS, MIAMI Co., May 10.—The amount of wheat in farmers' hands is one-tenth; corn, one-eighth; oats, one-tenth. The wheat acreage is small. The prospects are not very favorable on account of chinch bugs. There are hundreds of these to the square foot. The corn acreage is large. The soil is in fine cultivating condition. The acreage of oats is average, but does not look very favorable. L. B. HEFLEBOWER & Co.

MINNESOTA, BELVIEW, REDWOOD Co., May 9.—The acreage of wheat, oats, corn and barley in this vicinity is about the same as the last two years. The acreage of flax is about 10 per cent. more than last year. The condition of the growing crop is the best I have seen for years and is about three weeks in advance of other years. The stock of wheat in store is small and that in farmers' hands is less than usual at this time of the year. JOHN MARTIN.

OHIO, MIAMISBURG, May 8.—The growing crop of wheat has improved a little the past two weeks, but is still suffering for the want of a good soaking rain. The wheat in the river bottoms along the Miami is turning yellow from the ground up about six inches, while the top of the plant is healthy and green, which shows very plainly the lack of moisture. The plant is beginning to joint and from now on will have to have very reasonable weather to make two-thirds of a crop. Farmers report that cut worms are destroying the corn. U. ENGLEMAN.

SOUTH DAKOTA, PIERRE, HUGHES Co., May 13.—I have taken a careful look at the central and eastern portions of South Dakota. The spring has been early and perfect; ample rains all over the state. Condition of spring wheat is excellent, 100 per cent. The acreage of wheat is much reduced, some say 30 per cent. I think it will be fully 20 per cent. less than last year. The corn acreage will be doubled, and flax, barley and oats largely increased. There is no wheat or grain of any account now in farmers' hands. It has been largely fed to stock. CHAS. H. HYDE.

WISCONSIN, May 10.—The Wisconsin crop report for last week indicates a very decided improvement over conditions which existed previously. Early in the week the cold northeast winds gave way to warm weather followed by copious and well distributed rains, which effectually broke the long drouth and wet the soil to a depth of from four to six inches. A large acreage of potatoes is reported. Considerable corn is planted and much more will be put in. Winter wheat and clover have not been greatly benefited by the rains. Oats are coming up nicely and a good stand is

everywhere reported. Rye in some counties is from six to ten inches high, while in others it is "backward and looks thin."

OHIO, BRIMFIELD, PORTAGE Co., May 10.—The acreage of wheat here is about the same as last year, while the condition and yield are about one-third less. There is hardly any old wheat held by farmers. The acreage of oats is one-third to one-half more than last year, with prospects for a crop twice as large as last year. The acreage of corn is one-half more than last year, with prospects of the crop being twice as large as last year. There has not been for 20 years as good weather for putting out spring crops. Every crop is doing nicely, including fruit. E. D. BROBST.

NORTH DAKOTA, SHELDON, RANSOM Co., May 10.—This county has 75 per cent. of the acreage of wheat that it had in 1894, the remaining 25 per cent. being used for corn, oats, flax, barley and potatoes. We have had the most favorable spring for the planting and growing of crops that we have ever had since I came here in 1882. All crops will now average 100 per cent. More corn and potatoes were planted this year than ever before since the country was settled. We look for better prices for wheat this fall and for lower prices on flax, barley and potatoes. JAS. K. BANKS.

IOWA, BONAPARTE, VAN BUREN Co., May 10.—There is a considerable increase in the acreage of oats over last year. The prospects were never better at this time of the year in this section of the country. The wheat outlook is not so good on account of dry weather last fall and some freezing through the winter months. Corn planting is progressing nicely and a large acreage will be put in in this locality. The grain on hand and in farmers' hands is smaller than at any time for the last ten years. There will be no corn or wheat and only a few cars of oats to ship until we get a new crop. J. B. BARNETT.

CALIFORNIA, May 6.—The farmers of San Joaquin and adjoining counties in the great California wheat belt are complaining about the ravages of a new grain destroyer. It is supposed to be the aphid. Many hundred acres of late sown wheat are affected and the crop will be greatly shortened. The insect attacks the roots and leaves a web or film about each separate root, destroying the plant. After the aphid has attacked a field the grain ceases growing and the blades color very similar to rust. Reports from Stanislaus County indicate that the farmers suffer more than those of San Joaquin County.

NEBRASKA, ARCHER, MERRICK Co., May 11.—Crop prospects are good in this county with the exception of winter wheat. But as this is not a wheat locality the difference is not much. Oats never started out better and look good. There is a large acreage. Corn is king here, and there will be an increased acreage. Planting is nearly done. Some have just commenced plowing corn. The season is at least two weeks ahead of its usual time. There is no grain held over in this county this year. Farmers are happy and if we get our share of rainfall we expect to beat the world with corn and oats. C. D. CHAPMAN.

NEBRASKA, HUMBOLDT, RICHARDSON Co., May 8.—Prospects for the new crop are as good as I ever saw them, and it looks as if we would raise a big crop of small grain. I never saw the wheat look finer. This is the finest wheat section of the state. We manage to get wheat enough to run our mill, but three-fourths of the mills in the state are shut down for want of wheat. Those that go outside to buy have to pay about Kansas City prices, with freight added. I haven't known a time in ten years when there was so little wheat left in the country as there is now. There is practically none held by grain dealers. O. A. COOPER.

KANSAS, BURDEN, COWLEY Co., May 12.—The acreage of wheat in this part of this county is about one-half that usually sown and much of it has been replanted to other crops. *De facto*, the whole crop was badly frozen and no rain in early spring to help the plant out has resulted in almost a failure in this vicinity. I do not think the best prospects can make above 7 or 8 bushels per acre. We have no wheat in store and none in farmers' hands. We must have rain from this time forward or will have to import everything we eat. Corn is doing well; there is none in farmers' hands. Oats are poor. We usually hear the cry—droughty Kansas. T. M. JAMES.

MINNESOTA, May 10.—In his weekly crop bulletin, Observer Beals says: Abundant rains have fallen in all sections of the state and the temperature has continued sufficiently above the normal to not only maintain, but to phenomenally forward the advanced growth of an unusually early season. The sunshine, owing to the showery nature of the rains, has been all that could be desired. With such nearly perfect weather conditions, the most marked improvement has taken place in all vegetation, and the spirits of the farmers are in consequence raised to the topmost notch in anticipation of what now promises to be a bountiful harvest. An occasional complaint is heard regarding the weedy condition of some of the grain fields. There is yet the bulk of the corn and considerable flax and potatoes to be sown, but the remainder of the crops, including garden truck, is practically all planted. Farm work during the week

has been retarded on account of wet weather, but planting will be pushed now at every favorable opportunity, as the soil is in the very best condition for rapid germination. The early sown grain is coming up nicely, having a good stand and a healthy color.

IOWA, BRIDGEWATER, ADAIR CO., May 11.—The acreage of wheat here is about 10 per cent. more than last year. There is some complaint of wheat being winter killed; spring wheat looks fine. The acreage of corn is about the same as last year. Corn is about all planted. The acreage of oats is about the same as last year and is looking fine. There is very little corn, oats, or wheat in farmers' hands and not any to amount to anything at stations. J. W. SEXTON.

INDIANA, COLUMBIA CITY, WHITLEY CO., May 10.—The prospects in our county are for not more than half of an average crop of wheat, under the most favorable conditions from now on. The fields are very spotted and patchy looking. The weather is too dry; rain is needed badly. There is no stock on hand, either in the elevators or mill. The stocks in farmers' hands are less than in any former season since 1885. There was a large acreage of oats sown, but the growth is backward on account of the drouth. I think the acreage of corn will be increased this season as the farmers have had the very best of weather for preparing the ground and planting the seed. G. D. MEELY.

MICHIGAN, LANSING, May 8.—The state crop report for April, issued from the secretary of state's office, shows that wheat and grass are making little growth. April was a month of high temperature and light rainfall. Since May 1 there have been light showers in the state, but the average rainfall in the southern and central counties does not exceed one-seventh of the normal. The average condition of wheat in the southern four tiers of counties is 77 per cent.; central, 87; northern, 89, and in the state, 80 per cent. One year ago, when the temperature and rainfall were both favorable during April, the average condition in the southern and central counties was 89, in the northern 95, and in the state 90. Very little wheat will be plowed up this year because of being winter killed or otherwise destroyed, and very few correspondents mention damage to the crop by insects. The total number of bushels of wheat reported marketed by farmers in April is 810,226; in nine months, August to April, 9,670,541, which is 2,942,657 bushels less than reported marketed in the same months last year. At 39 elevators and mills from which reports have been received there was no wheat marketed during the month.

GOVERNMENT CROP REPORT.—The May returns of the Department of Agriculture show an increase in wheat of 1.5 points from the April average, being 82.9, against 81.4 last month, and 81.4 in May, 1894. The averages of the principal winter wheat states are: Ohio, 85; Michigan, 78; Indiana, 87; Illinois, 90; Missouri, 90; Kansas, 48; California, 97. The average of the seventeen states is 82.3, against 81.5 in April, being an increase of a little less than one point. In the Southern States the averages range from 55 in Texas to 93 in Alabama. Winter rye, like wheat, has advanced nearly two points since last month, the average for May being 88.7, against 87 for the same date in April. The percentage of New York is 97; Pennsylvania, 92; Michigan, 88; Illinois, 92; Kansas 54. The prospects for rye through the rye belt are fair, except in the state of New York where it is too dry, while in the states of Minnesota and Kansas the crop was considerably damaged by the severe winter and has not recovered. The average condition of winter barley is 94, against 92.3 in the month of May, 1894, and 88.6 in 1893. The lowest conditions are in Texas, Indiana, and Iowa, and the highest in New York, California and Oregon. The condition of spring pasture is 89.7; of mowing lands, 89.4. The proportion of spring plowing done May 1 is reported as 82.8 per cent., against 83.5 last year, and 73.4 in 1893.

ILLINOIS.—The reports of the crop correspondents received at the office of the Department of Agriculture under date of May 1 indicate a favorable condition of affairs in Illinois. Notwithstanding the dry weather at seeding time, the wheat sown last fall has made a fair growth, and, while not so tall as during a wetter season, the condition at this date is but little below an average. In Northern Illinois the May 1 condition is 88 per cent. of an average, and in Central and Southern Illinois 92 per cent. Only about per cent. of the area seeded was winter killed. In some exposed spots the snow was blown off by the high winds, and the young plants were exposed to the severe cold. The area left for harvest is rather less than that of last year, being about 1,800,000 acres. In one or two counties in the State Hessian fly is doing some damage to wheat. The counties where they are reported are Randolph and Clark. Chinch bugs are numerous, particularly in the southern portion of the state. They are not doing much damage as yet, but preparing for the campaign a little later in the season. Unless there come beating rains and plenty of them the damage from this source is likely to be very great. The area devoted to spring wheat in Northern Illinois is 9 per cent. smaller than last year. The May 1 condition of the crop is excellent, being better than for several years at this date. A small proportion of rye was winter killed, only a little over 2 per cent., and the area for harvest will be nearly 115,000 acres.

The average condition of the crop at this date is 95 per cent. of an average. The area seeded to oats this spring is nearly 3 per cent. larger than in 1894, the greatest increase being in Central Illinois, where 4 per cent. larger area is reported. The May 1 condition of oats is 96 per cent. of an average. The dry weather which has prevailed in many sections of the state has prevented the rapid growth of oats, but as a rule the crop has suffered no material injury as yet.

INDIANA, FT. WAYNE, ALLEN CO., May 1.—Winter wheat about here is in fine condition, green and well set, but not quite an average height, owing to lack of moisture. A good rain now would put it in more than an average condition at this time of the year, and if it comes soon this county will have the best show it ever had for all crops. No complaints of insects. Millers are running on short time owing to lack of wheat, which is not coming in freely, as farmers are all in the field. If we get a good rain soon farmers about here will have wheat to sell as soon as seeding is over. Oats coming up nicely; prospects for a big crop. Many planting corn, ground in fine condition for this purpose. Promise for fruit never so good. HENRY W. BOND.

KANSAS.—The Kansas Board of Agriculture issued May 6 its first crop report of the season, being a careful digest of statements made by a corps of conservative and closely observant correspondents in every county of the state as to conditions on April 30. The acreage sown last fall is estimated as having been 4,064,137 acres or about 11 per cent. less than the preceding year. By unfavorable weather conditions 53 per cent. of this, or 2,154,000 acres, have been rendered practically worthless, and at least 47 per cent. of the whole will be planted in other crops, especially corn, and the sorghums—largely for forage and grain. All reports indicate that it is the "hard" wheats, commonly designated as "Turkey" or "Russian," which best withstand the vicissitudes of Kansas winters, whether too cold, too wet or too dry. Chinch bugs are reported in many counties in the eastern third of the state, and likely to do much damage unless checked by wet weather. The land in spring wheat is put at 132,150 acres, or 20 per cent. less than one year ago, and the present average condition is given as 70 per cent. The area which will be devoted to corn is put down as from 18 to 20 per cent. more than in 1894, approximating an increase of 1,250,000 acres, or a total of 7,655,000 acres. The most of this has been planted in good season; in many localities it is well up, being cultivated, and very promising, while in other sections lack of moisture has retarded germination and growth, which recent rains will now greatly expedite. The acreage sown to oats shows an increase of fully 11 per cent., or 157,018 acres, over last year, a total of 1,585,000 acres. The condition as compared with a full average is 83 per cent. The area seeded to rye in 1894 was 131,134 acres. The estimate for 1895 is 166,540 acres, an increase of 27 per cent. Condition 70 per cent. The interest in the sorghums for forage and grain is a rapidly growing one in Kansas, and the increase of acreage to be given up to them the present year is reported at not less than 25 per cent. The foregoing is all based upon conditions existent on or immediately prior to April 30, but it is proper to say that since then rains, the most copious in many months, have fallen, and are still falling over extensive areas in Kansas, and these if continued of course presage one of Kansas' great crop seasons. F. D. COBURN, Secretary.

RICE IMPORTS AND EXPORTS.

According to the last report of the Bureau of Statistics rice aggregating 404,000 pounds, valued at \$17,330, was imported free of duty under the reciprocity treaty with the Hawaiian Islands during March, against 583,000 pounds, valued at \$22,888, in March preceding; and during the nine months ending with March 4,712,087 pounds, valued at \$209,140, were imported, against 6,124,083 pounds, valued at \$243,625, imported during the corresponding months ending with March preceding.

Of rice imported free of duty none was exported in March, against 100 pounds exported in March preceding; and during the nine months ending with March 987 pounds were exported, against 8,830 pounds exported during the corresponding months ending with March preceding.

Dutiable rice aggregating 23,505,549 pounds, valued at \$334,795, was imported during March, against 8,824,945 pounds, valued at \$134,007, in March preceding; and during the nine months ending with March 101,089,170 pounds, valued at \$1,609,441, were imported, against 42,649,090 pounds, valued at \$665,779, imported during the corresponding months ending with March preceding. Of dutiable rice we exported 1,049,112 pounds, valued at \$16,891, during March, against 1,091,491 pounds, valued at \$18,590, in March preceding; and during the nine months ending with March 7,024,736 pounds, valued at \$111,279, were exported, against 8,810,818 pounds, valued at \$157,074, exported during the corresponding months ending with March preceding.

Rice flour, rice meal and broken rice amounting to 6,089,770 pounds, valued at \$82,401, were imported during March, against 3,562,786 pounds, valued at

\$52,593, in March preceding; and during the nine months ending with March 52,371,926 pounds, valued at \$740,734, were imported, against 39,262,891 pounds, valued at \$602,288, imported during the corresponding months ending with March preceding.

We exported 24,160 pounds of domestic rice bran, meal and polish during March, and 788,510 pounds, valued at \$6,352, during the nine months ending with March.



Henry Linebarger, who recently sold his elevator at Stanford, Ill., has removed to Chicago.

W. A. Rooke is now representing Carrington, Hannah & Co. of Chicago at St. Louis, Mo.

Edward Spaulding will take charge of Roberts & Moschel's new elevator at Lisle Station, Ill.

Daniel A. Grove, dealer in grain and coal at Lamont, Pa., was recently married to Miss Catherine Longwell.

James Elson, grain buyer at Peoria, Ill., who was prostrated with paralysis a short time ago, is gradually recovering.

C. A. Fox, of the grain firm of Fox, Roy & Co., Plymouth, England, is now in this country visiting the grain exchanges.

Charles N. Twadell of the firm of Tyler & Co., grain dealers of Decatur, Ill., was married in Chicago April 30 to Mrs. May Milmine of Clinton.

J. A. Simpson, the wealthy grain dealer of Minonk, Ill., and F. N. Rood, grain dealer of La Rose, Ill., are preparing to establish a bank at La Rose.

John Allen Burdon, grain dealer at St. Louis, Mo., was recently married to Miss Sybil Rex. The bride and groom went on a short tour to Chicago.

A. C. Merritt, the newly-appointed state grain inspector of Kansas, has assumed his duties at Kansas City. He is especially fitted for his work, having been a grain dealer and miller of long experience.

The rumor that A. C. Clausen, chief grain inspector of Minnesota, was to be succeeded by another has been denied. Mr. Clausen is one of the best men who have ever served as grain inspector in the Northwest.

The Board of Trade of Kansas City, Kan., has recommended that Assistant Grain Inspectors Russell and Graham of that place be reappointed. Inspector Merritt says that the recommendation will probably be accepted. He will reappoint Patrick Kelly assistant inspector at Atchison, the Board of Trade of that city having recommended him.

OUR CARD BASKET

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

Geo. M. Filstead, Erie, Pa.
A. K. Knapp, Minooka, Ill.
Bennett Taylor, Romney, Ind.
H. W. Richards, Mishawaka, Ind.
S. E. Kurtz of H. Kurtz & Son, Mansfield, Ill.
W. H. Dumont of Dumont & Co., Decatur, Ill.
C. H. Adams of the E. H. Pease Mfg. Co., Racine, Wis.
H. L. Knight of the E. H. Pease Mfg. Co., Racine, Wis.
Geo. W. M. Reed of The Pratt & Whitney Co., Hartford, Conn.
Geo. H. Dickey of the A. P. Dickey Mfg. Co., Racine, Wis.



MOVING DAY AT DETROIT.



A. J. Spencer & Co., hay dealers at Atlanta, Ga., have sold out.

Geo. I. Pitzer, dealer in hay and straw at Rest, Va., has removed to Clearbrook, where he will carry on his business.

J. W. Hooper & Co. have succeeded to the hay and straw business of Hooper & Longwell, Dixon, Ohio, J. W. Longwell retiring.

The National Hay Dealers' Association will hold its annual meeting at Cincinnati, Ohio, Sept. 24, 1895. A large attendance is expected.

Geo. Morrow & Co. of San Francisco, Cal., received a consignment of hay on April 17, called Island barley. It was grown at Courtland, Cal.

Henry Brubaker of Los Angeles, Cal., is contemplating entering the hay business with his brother J. A. Brubaker at Kansas City, Mo.

T. O. Peck, formerly of the hay commission firm of Dillenbeck & Peck, New York City, is now connected with the firm of Devitt & Beaudrias.

J. F. Umphrey has sold out his business at Avoca, Mich., and moved to Yale, where he intends to devote the whole of his time to the hay business.

Hurley Bros. & Brands, hay dealers of Scio, N. Y., have dissolved partnership, Mr. Brands retiring. Hereafter the business will be conducted by Hurley Bros.

Last year the Ashland (Ohio) Flax Mill Company, which deals in baled hay, straw and flax moss, shipped 8,000 tons of hay, 1,000 tons of straw and 600 tons of flax straw.

The firm of Tompkins & Cowen of White Plains, N. Y., dealers in hay, straw, etc., has been dissolved by mutual consent, Mr. Cowen continuing the business in his own name.

The cities of Chicago, Cleveland, Baltimore, Washington, Pittsburg, Buffalo, Philadelphia and Kansas City have adopted the rules as laid down by the convention at Cleveland, for the grading of hay and straw.

The consignor is the loser in a badly loaded car, so that not only should great care be taken in loading, but also cars of mixed grades should be avoided. The consignor should not expect No. 2 top to sell for No. 1 bottom, nor should it be supposed that good hay at the car door will blind the consignee to any shortcomings that may exist in the rest.

The mandamus proceedings in reference to the privileges of the wharves at New Orleans, La., has been decided against the merchants, hay dealers and others who have enjoyed the privileges for some time. By this decision all merchandise must be put in storage after the forty-eight hour limit. It has been the custom heretofore to allow an unlimited time to merchants to dispose of goods which had been consigned to them. The dealers interested will take steps to secure the renewal of the old privilege.

The New York Hay and Straw Dealers' Association held its seventh annual meeting recently at Syracuse, N. Y. The meeting was presided over by President C. G. Shehan. The members of the association discussed the existing conditions of the trade and other subjects relating to the hay trade interests. The following officers were elected for the ensuing year: H. D. Tinkham of Perry, N. Y., president; Chas. S. Caywood, vice-president; Willis Bullock, secretary and treasurer. The executive committee is composed of the president and vice-president, together with W. H. Lipe of Canajoharie, O. E. Kinnie of Ovid, and Daniel Deeney of Weedsport. Beside a fair attendance by members of the association, there were present at the meeting a number of receivers from New York, Boston and Philadelphia. The association adjourned to meet in the fall.

HAY IMPORTS EXCEED EXPORTS.

According to the last report of the Bureau of Statistics hay aggregating 26,718 tons, valued at \$174,032, was imported during March, against 8,577 tons, valued at \$74,459, in March preceding; and during the nine months ending with March 146,458 tons, valued at \$1,051,922, were imported against 57,996 tons, valued at \$517,192, imported during the corresponding months ending with March preceding. Of imported hay we exported none in March and none in March preceding; and during the nine months ending with March 45 tons were exported, against 229 tons, valued at \$2,026, exported during the corresponding months ending with March preceding.

We exported 3,930 tons of domestic hay, valued at

\$56,910, in March, against 4,741 tons, valued at \$76,295, in March preceding; and during the nine months ending with March 36,814 tons, valued at \$546,330, were exported, against 40,487 tons, valued at \$660,818, exported during the nine months ending with March preceding.

AN ATTEMPT TO FORCE GRAIN INTO CENTRAL ELEVATORS.

The Illinois Central Railroad Company has taken another stand against the interests of grain shippers along its line, which, no doubt, will gain the favor of every shipper along the all-hog line who has to patronize it. Shippers who have the option of shipping over other lines will surely do so whether they prefer to do so or not, as none of them will relish the idea of sacrificing their business independence to the dictatorial policy of the Illinois Central Railroad Company.

The general freight agent of the Illinois Central recently issued the following order:

"This company, having ample storage facilities for grain in elevators on its own tracks at Chicago, will not, on and after this date, receive grain consigned to elevators off its lines in Chicago, nor switch wheat, corn or oats grading No. 3 or higher to connecting lines for delivery to any elevators, storehouses or cleaning houses on the tracks of such other lines in Chicago or South Chicago.

"Wheat, corn or oats grading under No. 3 will be switched when ordered for delivery to storehouses or cleaning houses on tracks of connecting lines at a charge of \$2 per car for the Illinois Central Railroad Company's service, in addition to which will be added any cost for trackage that may be incurred in reaching the tracks of such other lines.

"Agents will not issue receipts, bills of lading or make way-bills for grain for delivery on the tracks of other lines or to any particular elevator, storehouse or cleaning house, but will simply way-bill to Chicago and show Chicago only at destination."

This is truly an arbitrary, high-handed proceeding, which will reduce the market for grain of Illinois Central shippers grading No. 3 and better to buyers who will be willing to store it in one of the two elevators of the Illinois Central Railroad in Chicago. This action will place grain of the better grades which arrives over the Illinois Central at a discount, and it may lead to all Illinois Central grain being classed as no grade or rejected until it is switched to another line. The order tends to give a monopoly of the Illinois Central business to the people controlling the Central elevators. As grain is running now, nearly all would come under the provisions of the rule. A receiver having oats coming in over the Central could not even have them sent to a cleaning or clipping house. The circular is arbitrary in the extreme, and is notice to the trade that grain coming over the road cannot be delivered off the line even by the consignee paying switching charges. It is felt more severely, as the largest receipts are now over the Central. The claim is made that the animus of the order lies in the elevator lease. It is said that the railroad elevators are leased by Carrington, Hannah & Co. on a rental based on the amount of grain going to store in them.

This would make it to the interest of the road to force as much grain as possible into the elevators. But in doing this the Illinois Central may lay itself open to some heavy fines, as the Illinois Railroad and Warehouse law provides protection to shippers against just such arbitrary action on the part of carriers. The Illinois Central may be able to enforce the order when the shipment originates without the state of Illinois, but when the grain is shipped from a point within the state the carrier will be subject to regulation by the following law:

"Every railroad corporation which shall receive any grain in bulk for transportation to any place within the state shall transport and deliver the same to any consignee, elevator, warehouse or place to whom or to which it may be consigned or directed:

"Provided, such person warehouse or place can be reached by any track owned, leased or used, or which can be used by such corporation, and every such corporation shall permit connections to be made and maintained with its track to and from any and all public warehouses where grain is or may be stored. Any such corporation neglecting or refusing to comply with the requirements of this section shall be liable to all persons injured thereby for all damages which they may sustain on that account, whether such damages result from any depreciation in the value of such property by such neglect or refusal to deliver such grain as directed, or in loss to the proprietor or manager of any public warehouse to which it is directed to be delivered, and costs of suit, including such reasonable attorney's fees as shall be taxed by the court. And in case of any second or later refusal of such railroad corporation to comply with the requirements of this section, such corporation shall be by the court, in the action on which such failure or refusal shall be found, adjudged to pay, for the use of the people of this state, a sum of not less than \$1,000, nor more than \$5,000, for each and every such failure or refusal, and this may be a part of the judgment of the court in any second or later proceeding against such corporation. In case any railroad corporation shall be found guilty of having violated, failed or omitted to observe and comply

with the requirements of this section, or any part thereof, three or more times, it shall be lawful for any person interested to apply to a court of chancery, and obtain the appointment of a receiver to take charge of and manage such railroad corporation until all damages, penalties, costs and expenses adjudged against such corporation for any and every violation shall, together with interest, be fully satisfied."

Latest Decisions.

Can Discontinue Switch to Private Warehouse.

The establishment and maintenance of a switch connection of the main line to a private warehouse for any length of time, the United States Circuit Court of Appeals holds (Jones vs. Newport News & M. V. Co., 65 Fed. Rep. 736), does not create a duty of the railroad company at common law forever to maintain it. Neither will it imply a contract for a private switch connection to be perpetual.

Commission Merchants Cannot Delegate Authority.

Where a consignment is made to a commission merchant for sale without instruction, in the absence of an established usage to the contrary, of which the consignor has or must be presumed to have knowledge, the Supreme Court of Nebraska holds (Burke vs. Frye, 62 N. W. Rep. 476) the consignee's authority to sell cannot be delegated, and its exercise is limited to the place to which the consignment was originally made.

Continuing Business Constitutes Continuing Partnerships.

Where, after a commercial partnership (created by written articles of partnerships for a fixed time) has expired by limitation, the business is continued for years precisely as before, such conduct, the Supreme Court of Louisiana holds (Jurgens vs. Ittmann, 16 So. Rep. 952), evidences reciprocal consent to the creation, and the creation of a "partnership" between the parties, and the partners are bound among themselves, and to third persons, as if a ticles had been executed, and that the partnership is not one resting for its existence from day to day by force of reiterated affirmative daily consent, but is a continuing partnership subject to termination only after notice, and under the rules of law governing the dissolution of partnerships.

Railway Rates—Intervention.

The Supreme Court of Minnesota held, in the recent case of Steenerson vs. Great Northern Railway Company, that in proceedings, under the statutes of the state, before the Grain and Warehouse Commission, or, on appeal, in district court, to regulate and fix the rates, fees, charges or classifications of a common carrier, another carrier not a party to the proceeding, although indirectly affected by the determination, cannot be permitted, as a matter of right, to intervene, to be made a formal party, and thus, in a measure, control the case, and that the commission and, on appeal, the court should be liberal in receiving evidence upon the question of what is a reasonable rate or charge to be made by the carrier proceeded against, and in their discretion may receive evidence and hear arguments in behalf of any person or corporation specially, though indirectly, interested in the result.

The Railway Company to Be Sued for Overcharges.

Not any one of several railway companies transporting a shipment can safely be sued for the recovery of a resulting overcharge. It may be that the company which it is most convenient to sue is not guilty of any participation in the overcharge and has exempted itself by contract from liability for any overcharge occurring beyond its own line. This is illustrated by a recent decision of the Appellate Court of Indiana (Lake Erie, etc., vs. Condon, 38 N. E. 71). Here the shipment in question had to be transported over two different lines of roads, and reached its destination after an unreasonable delay. The initial carrier was sued by the shipper for damages, but he was "thrown out of court" because he had accepted a bill of lading only binding such carrier to deliver to another carrier on the route to destination, and did not fix the delay complained of upon this carrier.

Railroad—Carrier—Liability.

The Supreme Court of Ohio held, in the recent case of Railroad Company vs. Hatch, that, in the absence of both contract and statute to the contrary, the liability of a railroad company as a common carrier continues until notice to the consignee of the arrival of his goods, and a reasonable time during business hours after receipt of notice to inspect and remove them, unless he is unknown, absent or cannot be found, in which cases the goods may be stored. The court said: "The custom of sending notice to the consignee sprang out of the necessity of business, and is for the benefit and convenience of both parties.

The railroads established this custom, the public acquiesced therein, and the law adapts itself thereto. As, therefore, the present course of business is to give notice to the consignee of the arrival of his goods, it follows, as a necessary sequence, that the carrier must hold and care for the goods until the consignee has reasonable time after receipt of notice to inspect and remove them. * * * In this case the notice was received at 6 o'clock in the evening, after the close of business hours, and the goods were consumed by fire at about 2 o'clock the same night. It is therefore clear that the liability of the railroad company as carrier had not ended when the goods were burned."

Warehouse—Bailment—Principals.

The Supreme Court of Georgia held, in the recent case of Hall vs. Farmers' Warehouse Company, that where certain persons, intending to act for and on behalf of others, do in fact, in the execution of a written agreement for the rent of a warehouse, contract for and not only on behalf of their several principals, but also each for and on behalf of himself, they thus bind themselves personally to the performance of the covenants therein stated; that all of the parties are principals, and if they subsequently, in pursuance of the contract, engage in the business of warehousemen, and, as such, receive the property of another, the persons engaging in such business are personally answerable for the faithful execution of the contract of bailment, and cannot excuse a non-performance by showing by parol that in the conduct of the warehouse business they were acting for their principals and not for themselves. In the case noticed the evidence showing that all the parties to the agreement—both the alleged principals and the alleged agents—engaged in the warehouse business, and as warehousemen received the cotton of the plaintiff and refused either to deliver the same or to account therefor on demand, the court held that the grant of a nonsuit was error.

WATERWAYS

The first 17 miles of the Hennepin Canal were opened for traffic April 18.

Vessels have been chartered at Duluth to carry 500,000 bushels of wheat to Milwaukee for millers.

The steamer A. A. Parker ran ashore on Manitou Island, May 3, and threw overboard about 20,000 bushels of wheat.

It is said that at the rate Detroit and Toledo have been shipping wheat since the opening of navigation there will be no stocks left in either port by June 1.

The first grain laden craft to pass through the Straits of Mackinac was the Wm. H. Wolf, which cleared Chicago for Buffalo, April 15, with a cargo of wheat.

The first of the Chicago grain fleet and the second vessel to reach Buffalo this season, the W. H. Wolf, loaded with 80,000 bushels of wheat, entered that port April 21.

The steamship Cayuga, bound from Chicago to Buffalo with 1,500 tons of flour and 30,000 bushels of oats, met in a collision and sank near Saginaw, Mich., recently.

The steamer A. Everett, bound from Chicago to Ogdensburg with 48,000 bushels of corn, foundered and sank in Saginaw Bay, Lake Huron, April 29, as a result of her working in large masses of ice.

At the request of the Lake Carriers' Association and other bodies, Gen. O. M. Poe will investigate and report to the chief of engineers as to the effect the Chicago drainage canal will have on the level of the lakes.

In 1858 the depth of channel between Chicago, Detroit, Cleveland and Buffalo was 9½ feet; in 1890 the navigable channel was 16 feet, and when present improvements are completed there will be a depth of 21 feet.

It will be well into the summer before the Canadian Canal at Sault Ste. Marie, Ont., is fully completed, and it is probable that not before June will it be safe to calculate upon vessels passing this new water-course.

The total shipments across Lake Michigan from Milwaukee from December 1 to May 1 were 738,685 barrels of flour, 2,234,135 bushels of oats, 433,591 bushels of barley, 48,866 bushels of wheat, 50,659 bushels of rye and 1,000 bushels of corn. Aggregate of grain of all kinds carried, 2,768,251 bushels.

It is estimated that the premiums received this year from lake insurance will be fully 25 per cent. less on vessels, owing to the action of the underwriters in reducing their rates on all Al wooden vessels, without regard to valuation, together with the marked reduction of rates on steel boats. In grain the companies will receive about \$250,000 less in gross premiums than they received last year and the year before. Either the business has been done at an enormous profit in the past or there will be a big deficit the present sea-

son. It is claimed that the underwriters made some money in vessel insurance last season.

A number of capitalists at Sioux City, Iowa, are said to be planning to put a line of steamboats on the Missouri River between Sioux City and Castalia, S. D., for the purpose of bringing grain down.

The largest cargo of oats ever taken on any vessel plying the great lakes, 246,000 bushels, was recently loaded at Chicago on the S. S. Curry, and that vessel remained stuck in the mud of the Chicago River for several days.

The wooden steamer N. K. Fairbank, laden with 50,000 bushels of corn from Chicago to Ogdensburg, went ashore May 2 near Morgan's Point, Ont., and was shortly after consumed by fire. Both vessel and grain were insured.

May 3 was the opening of the Erie, Champlain, Cayuga, Seneca and Black River Canals. Boatmen at the Erie say there has never been as little doing on an opening day in the last forty years. This stagnation is said to be due to the low rates charged by the railroads for carrying grain.

It is expected that the report of the government engineers regarding the amount of traffic passing through Sturgeon Bay Canal will be something astonishing. For the season of 1893 it was upward of \$11,000,000 in value, and for 1894 it is thought to have been half as much again, or \$20,000,000.

The Cataract General Electric Company, which purposes to inaugurate the much-talked-of propulsion of canal boats by electricity, is making arrangements (at last) to test the system on the Erie. Practical and experienced vessel men will believe in its practicability only when that is demonstrated by actual experiment.

It is expected that fully 25 per cent. of the Chicago schooner fleet will pass out of existence the present season, even if there are no disastrous storms. Huge steel steamers 400 feet in length and carrying 6,000 tons apiece will take their places as common factors in lake trade. This applies, of course, only to the old-timers among the fleet.

A bill has been introduced in the House of Representatives of Illinois declaring it to be the policy of the state to procure the construction of a waterway from Lake Michigan via the Desplaines River and the Illinois river to the Mississippi so as to form a homogeneous part of the trunk water route from the Atlantic via the great lakes to the Gulf of Mexico.

A Columbus of waterways claims to have discovered a new route for a canal connecting the Atlantic and Pacific Oceans. His route lies through the state of Colombia, between the Gulf of Darien, on the Atlantic side, and the Bay of San Miguel, on the Pacific side. The greater part of the route lies to the south and outside of the territory included in the Panama Canal concessions made by the state of Colombia.

The pool in grain insurance by all the lake underwriters, which was proposed at their recent meeting at Detroit, has been put into operation. It is likely that rates will be continued at 25 cents per \$100, with A2 vessels as the standard. This is considered a big advantage to the owners of smaller, low-grade vessels, which were in danger of being driven out of the grain trade on account of high insurance on their cargoes.

The government commission to examine the Nicaragua Canal route, for which the sundry civil bill made an appropriation of \$25,000, is to be sent to Greytown as soon as possible on board a United States war vessel for the purpose of ascertaining the feasibility, permanence and cost of construction and completion of the Nicaragua Canal. The commission will report to the President of the United States before November 1 next.

According to *Canal Defender*, "Boston, Philadelphia, Baltimore and Newport News, as well as Montreal, are all making the most strenuous efforts to get a portion of the shipping and commerce now conducted in New York. New docks, larger and longer piers, warehouses, elevators, and all of the accessories to a great commerce are being furnished, at a minimum of cost, by competing seaports, while New York is striving to increase its port charges."

The significance of one foot depth of water is shown by the report that owners of big steamers engaged in Lake Superior trade will, just as soon as the Canadian Canal at Sault Ste. Marie is open, order a few of their boats through the new canal with a larger cargo than it will be possible to carry through the present American lock. The subject is being discussed by vessel owners at all parts of the lakes. Canals are too often constructed to meet immediate requirements only; the improvement bills come afterward.

The report of Suez Canal traffic in 1894 gives the number of vessels passing through the canal as 3,352, being 10 in excess of the preceding year. The receipts from tolls amounted to almost \$15,000,000. The number of ships using the canal in 1874 was 1,264. This comparison shows how completely the canal has revolutionized the channel of traffic between the far east and Europe. The largest business year the canal has ever had was 1891, when 4,206 steamers passed through. Not one mercantile ship flying the United

States flag entered the canal last year, although many cargoes destined for America passed through in British ships.

ITEMS FROM ABROAD

The Paraguayan government has removed the export duty on maize. It is reported that the last crop was very abundant.

A committee of the German Reichstag has expressed disapproval of the proposition to provide for a government monopoly of grain.

Germany has imposed an import duty of \$2.40 on cottonseed oil, which will no doubt affect the exportation from the United States.

The wheat crop of Mexico is rated at from 12,000,000 to 15,000,000 bushels annually, and in recent years, though very small, is not on the increase.

The wheat crops of Asia and Africa have remained substantially stationary for the last five years, though Africa has increased hers by a few million bushels.

Argentine ships a good deal—too much, in fact—of flaxseed to the United States, one cargo of 120,000 bushels having recently been unloaded at New York City.

During the month of March, France imported 229,000 quarters, of 480 pounds each, of wheat and 17,000 sacks of flour, exporting in that time 1,500 sacks of flour, no wheat.

Barbadoes, West Indies, proposes to increase the import duty on products from the United States, on corn and grain unground to 3 cents per 100 pounds, wheat and rye flour to 25 cents per 100 pounds.

On account of the late season and unsettled weather the wheat crop in France is not expected to be more than a small average, and for the same reasons the acreage in barley and oats will be increased.

The exports from Australasia, including New Zealand, of wheat and flour combined from January 1 to April 20 amounted to 491,000 quarters of 480 pounds each, against 666,000 quarters during the same time in 1894, 756,000 in 1893, 395,000 in 1892.

The total exports from all Argentine ports during March included the following, estimated in tons of 2,204 pounds: Wheat, 207,329; flaxseed, 69,560; hay, 21,411 bales; flour, 81,356 bags. Figures as to maize exportation are not obtainable. The movement in the new crop of maize is just becoming of importance.

Exporters of grain have often found the storage facilities at Liverpool inadequate to their requirements. The grain merchants of that city are discussing the question as to whether increased storage room would be remunerative, and while extensive improvements have quite recently been made, the facilities may be still further increased.

According to the second official forecast of crop prospects in India, the wheat crop of the Northwest Province and Oudh is below the average; and if 100 be taken to denote a full average condition, the condition of the present crop, according to the latest reports is as follows: Meerut Division, 75; Agra Division, 70; Rohilkhand Division, 70; Allahabad Division, 60; Benares Division, 50; Gorakhpur Division, 65; Oudh Division, 60.

During the last two weeks in April Russia supplied over one-half of the European purchases of wheat—10,000,000 bushels. That is just about double the amount of wheat started for the other side by the United States in that same fortnight. Argentine shipments within this time have been about 3,800,000 bushels. The total shipments to Europe in the two weeks have been about 19,000,000 bushels, 4,000,000 bushels in excess of theoretical requirements.

In a paper read recently before the Royal Statistical Society at London it was stated that while a quarter of a century ago England imported one-third of its wheat supplies and now imports two-thirds, the United States has been the dominant factor in the supply. The following figures are given as approximations to the relative cost of producing wheat in the different countries, England being taken as the standard: England, 100; Western states, 70; Dakotas, 57; Russia, 54, and India, 66. No figures are given for Argentina.

Italy's imports from Aug. 1, 1894, to Feb. 28, 1895, included the following: Wheat, 1,319,000 quarters of 480 pounds each, against 1,866,000 quarters during the same period of the preceding season; maize, 66,000 quarters of 480 pounds each, against 41,500 quarters; barley, 161,500 quarters of 400 pounds each, against 43,500 quarters; oats, 15,000 quarters of 340 pounds each, against 10,500 quarters; rye, 1,000 quarters of 480 pounds each, against none in the preceding season. Exports during the same time included: Wheat, 1,160, against 2,200 quarters; maize, 51,500, against 56,000 quarters; barley, 49,000, against 11,800 quarters; oats, 3,000, against 3,500 quarters.

WILL REGULATE COUNTRY ELEVATORS ON RIGHT OF WAY.

Minnesota has a new law which is entitled, "An act to regulate the receipt, storage and shipment of grain at elevators and warehouses on the right of way of railroads, depot grounds and other lands used in connection with such line of railway in the State of Minnesota, at stations and sidings other than at terminal points." It provides that:

SECTION 1. All elevators and warehouses in which grain is received, stored, shipped or handled and which are situated on the right of way on any railroad, depot grounds or any lands acquired or reserved by any railroad company in this state to be used in connection with its line of railway at any station or siding in the state, other than at terminal points, are hereby declared to be public elevators and shall be under the supervision and subject to the inspection of the Railroad and Warehouse Commission of the State of Minnesota, and shall, for the purposes of this act be known and designated as public country elevators or country warehouses.

It shall be unlawful to receive, ship, store or handle any grain in any such elevator or warehouse, unless the owner or owners thereof shall have procured a license therefor from the State Railroad and Warehouse Commission, which license shall be issued for the fee of one (1) dollar per year, and only upon written application under oath specifying the location of such elevator or warehouse and the name of the person, firm or corporation owning and operating such elevator or warehouse and the name of all the members of the firm or the names of all the officers of the corporation owning and operating such elevator and warehouse, and all moneys received for such licenses shall be turned over to the State Grain Inspection fund. Such license shall confer upon the licensee full authority to operate such warehouse or elevator in accordance with the laws of this state, and the rules and regulations prescribed by such commission, and every person, company or corporation receiving such license shall be held to have accepted the provisions of this act, and thereby to have agreed to comply with the same.

If any elevator or warehouse is operated in violation or in disregard of the laws of this state its license shall upon due proof of this fact, after proper hearing and notice to the licensee, be revoked by the said railroad and warehouse commission.

Every such license shall expire on the thirty-first (31st) day of August of each year.

SEC. 2. No person, firm or corporation shall in any manner operate such public country elevator or country warehouse without having a license as specified in the preceding section, and any attempt to operate such elevator or warehouse without such license shall be deemed a misdemeanor to be punished as hereinafter provided, and any attempt to operate such elevator or warehouse in violation of law without having a license herein prescribed may upon complaint of the party aggrieved, and upon complaint of the Railroad and Warehouse Commission, be enjoined and restrained by the District Court for the county in which the elevator or warehouse in question is situated, by temporary or permanent injunction, conformably to the procedure in civil actions in the District Court.

SEC. 3. The Railroad and Warehouse Commission shall before the first (1st) of September of each year, and as much of tenor as they shall deem proper, make and promulgate all suitable and necessary rules and regulations for the government and control of public country elevators and public country warehouses, and the receipt, storage, handling and shipment of grain therein and therefrom, and the rates of charges therefor, and the rates so fixed shall be deemed prima facie, reasonable and proper, and such rules and regulations shall be binding and have the force and effect of law, and a printed copy of such rules and regulations shall, at all times, be posted in a conspicuous place in each of said elevators and warehouses, for the full inspection of the public.

SEC. 4. The party operating such country elevator or country warehouse shall keep a true and correct account in writing, in proper books, of all grain received, stored and shipped at such elevator or warehouse, stating the weight, grade and dockage for dirt or other cause on each lot of grain received in store for sale, storage or shipment, and shall, upon the request of any person delivering grain for storage or shipment, receive the same without discrimination during reasonable and proper business hours, and shall, upon request, deliver to such person or his principal, a warehouse receipt or receipts therefor, in favor of such person or his order, dated the day the grain was received, and specifying upon its face the gross and net weight of such grain, the dockage for dirt or other cause, and the grade of such grain, conformable to the grade fixed by the State Railroad and Warehouse Commission and in force at terminal points, and shall also state upon its face that the grain mentioned in such receipt or receipts has been received into store to be stored with grain of the same grade under such inspection and that upon the return of said receipt or receipts, and upon the payment or tender of payment of all lawful charges for receiving, storing, delivering or otherwise handling said grain, which charges may have accrued up to the time of the return of said receipt or receipts, such grain is deliverable to the person named therein, or his order, either from the elevator or warehouse where it was received for storage, or if the owner so desires, in quantities not less than a carload on track on the same line of railway at any terminal point in this state which the owner may designate where state inspection and weighing is in force, such grain to be subject to such official inspection and weight as may be determined upon its arrival or delivery at such terminal point, and the party delivering shall be liable for the delivery of the kind, grade, amount, quantity called for by such certificate, less an allowance not to exceed sixty (60) pounds per carload for shrinkage or loss in transit, if such shrinkage or loss occurs. On the return or presentation of such receipts by the lawful holder thereof, properly endorsed at the elevator or warehouse where the grain represented herein is made deliverable and upon the payment or tender of payment of all lawful charges, as hereinbefore provided, the grain shall be immediately deliverable to the holder of such receipt and it shall not be subject to any farther charges for storage after demand for such delivery shall have been made, and cars are furnished by the railway company which the party operating the elevator or warehouse shall have called for promptly upon the request for shipment made by the holder of such receipt in the order of the date upon which such receipts are surrendered for shipment.

The grain represented by such receipt shall be delivered within twenty-four (24) hours after such demand shall have

been made and cars or vessels or other means of receiving the same from the elevator or warehouse shall have been furnished.

If not delivered upon such demand within twenty-four (24) hours after such car, vessel or other means for receiving the same shall have been furnished, the warehouse in default shall be liable to the owner of such receipt for damages for such default, in the sum of one (1) cent per bushel and in addition thereto, one (1) cent per bushel for each and every day of such neglect or refusal to deliver; provided, no warehouseman shall be held to be in default in delivering, if the property is delivered in the order demanded by holder of different receipts or terminal orders and as rapidly as due diligence, care and prudence will justify.

On the return of said receipts if shipment or delivery of the grain at terminal point is requested by the owner thereof, the party receiving such grain shall deliver to said owner a certificate in evidence of his right to such shipment or delivery, stating upon its face the date and place of its issue, the name of the consignor and consignee and the place of destination, and shall also specify upon the face of such certificate the kind of grain and the grade and net quantity exclusive of dockage to which said owner is entitled by his original warehouse receipts and by official inspection and weighing at such designated terminal point.

The grain represented by such certificate shall be subject only to such freight or transportation or other lawful charges which would accrue upon said grain from the date of the issue of said certificate to the date of actual delivery, within the meaning of this act, at such terminal point.

All warehouse receipts issued for grain and all certificates shall be consecutively numbered and no two receipts or certificates bearing the same number shall be issued during the same year from the warehouse, except when the same is lost or destroyed, in which case the new receipt or certificate shall bear the same date and number as the original and shall be plainly marked on its face "duplicate." Warehouse receipts or certificates shall not be issued except upon grain which has actually been delivered in said country warehouse. Warehouse receipts shall not be issued for a greater quantity of grain than was contained in the lot or parcel stated to have been received. No receipt or certificate shall contain language in any wise limiting or modifying the liability of the party issuing the same, as imposed by the laws of this state, and any such language, if inserted, shall be null and void. A failure to specify in such warehouse receipts or certificates the true and correct grade and net weight exclusive of dockage, of any lot of grain to which the owner of such grain may be entitled, shall be deemed a misdemeanor on the part of the person issuing the same, for which, on conviction, he may be punished as hereinafter provided.

SEC. 5. In case there is a disagreement between the person in the immediate charge of and receiving the grain at such country elevator or warehouse, and the person delivering the grain to such elevator or warehouse for storage or shipment, at the time of such delivery, as to the proper grade or proper dockage for dirt or otherwise on any lot of grain delivered, an average sample of at least three (3) quarts of the grain in dispute may be taken by one or both parties and forwarded in a suitable sack, properly tied and sealed, express charges prepaid, to the chief inspector of grain at St. Paul, which shall be accompanied by the request in writing of either or both of the parties aforesaid, that the said chief inspector shall examine the same and report what grade or dockage or both the said grain is, in his opinion, entitled to and would receive if shipped to the terminal point and subjected to official inspection. It shall be the duty of said chief inspector, as soon as practicable, to examine and inspect such sample of grain and adjudge the proper grade or dockage or both, to which said sample is, in his judgment, entitled and which grain of like quality and character would receive if shipped to the terminal points and subjected to official inspection.

As soon as said chief inspector has examined, inspected and adjudged the grade and dockage, as aforesaid, he shall at once make out in writing and in triplicate a statement of his judgment and finding in respect to the case under consideration, and shall transmit by mail to each of the parties to said disagreement, a copy of the said statement of his judgment and finding, preserving the original together with the sample on file in his office. The judgment and finding of said chief inspector shall be deemed conclusive as to the grade or dockage or both of said sample submitted for his consideration, as herein provided, as well as conclusive evidence of the grade or dockage or both, that grain of the same quality and character would receive if shipped to the terminal points and subjected to official inspection.

SEC. 6. Whenever complaint is made, in writing, to the Railroad and Warehouse Commission, by any person aggrieved, that the party operating any country elevator or country warehouse under this act fails to give just and fair weights and grades, or is guilty of making unreasonable dockage for dirt or other cause, or fails in any manner to operate such elevator or warehouse fairly, justly and properly, or is guilty of any discrimination, then it shall be the duty of the Railroad and Warehouse Commission to inquire into and investigate said complaint and the charge therein contained, and to this end and for this purpose the commission shall have full authority to inspect and examine all the books, records and papers pertaining to the business of such elevator or warehouse and all the scales, machinery and fixtures and appliances used therein.

In case the said commission find the complaint and charge therein contained, or any part thereof true, they shall adjudge the same in writing and shall at once serve a copy of such decision, with a notice to desist and abstain from the error and malpractice found, upon the party offending and against whom the complaint was made, and to afford prompt redress to the party injured, and if such party does not desist and abstain and does not give the proper redress and relief to the party injured, it shall be the duty of the said commissioner to make a special report of the facts found and ascertained upon the investigation of said complaint and the charge therein contained, which report shall also include a copy of the decision by said attorney of the county where such elevator or warehouse is located who shall institute and carry on in the name of the complainant such actions, civil or otherwise, as may be necessary and appropriate to redress the wrongs complained of and to prevent their recurrence in the future.

SEC. 7. Any person, firm or corporation operating any country warehouse or country elevator under this act, shall, at any and all times when requested by the Railroad and Warehouse Commission, render and furnish in writing, under oath, to the said commission, a report and itemized statement of all grain received and stored in or delivered or shipped from such elevator or warehouse during the year then last passed; such statement shall specify the kind, grade, gross and

net weight of all grain received or stored and all grain delivered or shipped, and shall particularly specify and account for all so-called averages that may have accrued during the year. Such statement and report shall be made upon blanks and forms furnished and prescribed by the Railroad and Warehouse Commission.

The commission shall cause every warehouse and the business thereof, and the mode of conducting the same, to be inspected at such times as the commission may order, by one or more members of the commission or by some member of the grain inspection department, especially assigned for that purpose, who shall report in writing to the commission the result of such examination; and the property, books, records, accounts, papers and proceedings, so far as they relate to their condition, operation or management, shall, at all times during business hours, be subject to the examination and inspection of such commission.

SEC. 8. It shall be unlawful for any person, firm or corporation who shall operate any country grain elevator or country warehouse under this act, to enter into any contract, agreement, understanding or combination with any other person, firm or corporation, who shall operate any other country grain elevator or country grain warehouse under this act, for pooling of the earnings or business of other different and competing grain elevators or warehouses, so as to divide between them the aggregate or net proceeds of the earnings or business of such grain elevators or warehouses, or any portion thereof; and in case of any agreement for the pooling of the earnings or business aforesaid, each day of its continuance shall be deemed a separate offense.

SEC. 9. Any person, firm or corporation who is guilty of any of the misdemeanors specified in this act, or who is guilty of violating any of the provisions of this act, shall, on conviction, be punished by a fine of not less than fifty (50) dollars and not more than five hundred (500) dollars, and in case a natural person is so convicted, he may be imprisoned until the fine is paid or until discharged by due course of law; and in case a corporation is so convicted, the fine may be collected by execution, as judgements are collected in civil actions, or the property of the corporation may be sequestered and charged with the same in appropriate legal proceedings.

SEC. 10. All laws and parts of laws inconsistent with this act are hereby repealed.

SEC. 11. This act shall take effect and be in force from and after the date of its passage.

Approved April 16, 1895.

THE MARKETS.

We will be pleased to publish under this head short reviews of the conditions ruling in the different markets. Copy must reach us by the morning of the 14th of each month.

GRAIN REPORT OF COLLINS & Co., Cincinnati, May 11.—There has been an unexceptionally small movement of grain to market the past week, and while trading is generally inclined to rule quiet, and the requirements of buyers small, the few offerings have not been sufficient to fill the moderate demand which has caused values on all grain to rule strong, while corn shows a decided advance. High temperature has generally prevailed the fore part of the week, this followed by abundant showers in some sections, local in their nature, with a decided fall of temperature bordering near the freezing point in some localities. Prices now prevailing offer very good inducements for shipping in our judgment to strike a good market. WHEAT.—Receipts are small with the demand moderately active, while offerings are tenaciously held, but buyers are inclined to hold off awaiting developments as to the probable outcome of the markets. No. 2 Red at 69 cents, No. 3 Red at 67½ cents. CORN.—Arrivals are short of the wants of the trade, and the demand being urgent for the few receipts full prices are being obtained. Larger offerings would soon cause a reaction and lower prices than now quoted, and quick shipments will do the best. No. 2 White at 56 cents, No. 3 White at 55 cents, No. 2 Mixed at 55 cents, No. 3 Mixed at 54 cents. EAR CORN.—There has been scarcely any offerings the past week, while the demand has ruled firm in sympathy with shelled, and values are higher. Choice Yellow Ear at 54 cents, Mixed and White at 52½ to 53½ cents. OATS.—Prices are essentially unchanged. Receipts are small and a better undertone to the market exists. No. 2 White at 33½ to 34 cents, No. 3 White at 33 cents, No. 2 Mixed at 31 cents, No. 3 Mixed at 30 to 30½ cents. RYE.—The demand and offerings are quite limited, No. 2 at 62 to 63 cents. Choice is held higher. HAY.—Receipts for the week 2,659 tons, shipments 1,546 tons. For the corresponding week last year the receipts were 1,437 tons, shipments 492 tons. The receipts continue to be fairly well maintained, and while unusually large for this season of the year, the inquiry is good and values are ruling firmly and steady without much change. There seems to be ample supplies held back to meet all requirements of the trade, and from all indications we anticipate future conditions governing the market will not deviate much from what they have been the past season. Choice Timothy at \$11.00 to \$11.25, No. 1 at \$10.75 to \$11.00, No. 2 at \$9.50 to \$10.00, No. 3 Timothy at \$8.50 to \$9.00, No. 1 Clover Mixed \$9.50 to \$10.00, No. 2 Clover Mixed at \$8.50 to \$9.00, No. 1 Clover at \$9.50, No. 2 at \$8.50 to \$9.00. STRAW.—Is dull at \$4.00 to \$4.25 per ton for good bright wheat. MILL FEED.—Bran is dull at \$13.00 to \$13.50, middlings steady under light offerings at \$13.50 to \$14.50.

GRAIN REPORT OF SHANKS, PHILLIPS & Co., Memphis, Tenn., May 11.—The market has been steady with a generally fair demand, the market in the ascendancy. WHEAT has been steady in demand. No. 2 Soft Winter sells at 69 cents. CORN is steady, in demand. No. 2 White sells at 52 to 53 cents, No. 3 White at 51 to 52 cents, No. 2 Mixed at 51 to 52 cents, No. 3 Mixed at 50 to 51 cents. OATS has been dull, No. 2 White selling at 34 to 34½ cents, No. 3 White at 33 to 33½ cents, No. 2 Mixed 30½ to 31 cents, No. 3 Mixed at 29½ to 30 cents. HAY has been easier and quiet, Choice Timothy selling at \$12.00 to \$12.25 per ton, No. 1 Timothy at \$10.00 to \$11.25, No. 2 at \$9.50 to \$10.00, No. 1 Clover at \$10.50 to \$10.75, No. 2 at \$9.00 to \$9.50, Choice Arkansas Prairie at \$5.50 to \$6.00. FLOUR has been steady and unchanged. MEAL steady and in fair demand. BRAN steady and quiet.

"Statistics while you wait"—anyone can make the farmers' reserves to suit, if they have the privilege of estimating the crop yield at such figures as they please.

LATE PATENTS

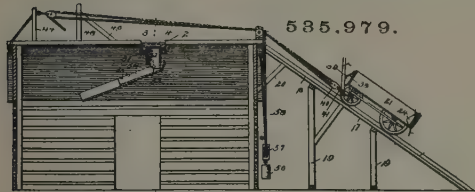
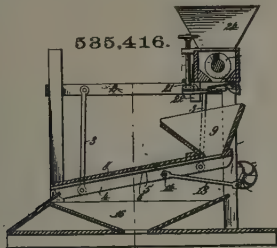
Issued on March 12, 1895.

GRAIN DOOR FOR CARS.—Edwin A. Burrage, Minneapolis, Minn. No. 535,353. Serial No. 506,231. Filed April 3, 1894.

HAY PRESS.—Peter L. Hider, Kansas City, Kan. No. 535,374. Serial No. 516,343. Filed July 2, 1894.

BALING PRESS.—Olus Gates, Estherville, Iowa. No. 535,754. Serial No. 479,066. Filed June 28, 1893.

RICE CLEANING MACHINE.—Jacques H. Roman, New Orleans, La. No. 535,416. Serial No. 489,147. Filed Oct. 25, 1893.



METHOD OF AND MACHINE FOR DELINTING COTTON SEED.—Geo. W. Washburn, Memphis, Tenn., assignor to the National Cotton Seed Oil and Huller Company, same place. No. 535,428. Serial No. 475,340. Filed May 24, 1893.

AUTOMATIC WEIGHING MACHINE.—Francis H. Richards, Hartford, Conn. No. 535,727. Serial No. 517,551. Filed July 14, 1894.

AUTOMATIC WEIGHING MACHINE.—Francis H. Richards, Hartford, Conn. No. 535,728. Serial No. 517,576. Filed July 18, 1894.

AUTOMATIC WEIGHING MACHINE.—Francis H. Richards, Hartford, Conn. No. 535,729. Serial No. 518,100. Filed July 20, 1894.

Issued on March 19, 1895.

GAS ENGINE.—Walker L. Crouch and Erastus E. Pierce, New Brighton, Pa. No. 535,815. Serial No. 496,274. Filed Jan. 9, 1894.

HORSE POWER.—Geo. W. Rickard, Burns, Kan. No. 535,860. Serial No. 528,816. Filed Nov. 14, 1894.

PETROLEUM OR OIL ENGINE.—Victor List and Jakow Kosakoff, Moscow, Russia. No. 535,914. Serial No. 482,153. Filed Aug. 2, 1893. Patented in Belgium Feb. 28, 1893, No. 103,526; in Italy March 6, 1893, LXV 500, and in France May 23, 1893, No. 228,095.

GAS ENGINE.—Hadwen Swan, San Francisco, Cal. No. 535,964. Serial No. 520,828. Filed Aug. 20, 1894.

GRAIN UNLOADING APPARATUS.—Alexander Cowan and Robert Cowan, Primghar, Iowa. No. 535,979. Serial No. 515,407. Filed June 22, 1894.

GAS ENGINE.—Edwin R. Gill, Independence, Mo., assignor to La Veine, Gill & Co., same place. No. 536,029. Serial No. 486,850. Filed Sept. 20, 1893.

PETROLEUM OR OIL ENGINE.—Victor List and Jakow Kosakoff, Moscow, Russia. No. 536,090. Serial No. 482,152. Filed Aug. 2, 1893.

BALING PRESS.—Samuel M. Neeley, Smith's Turn Out, S. C. No. 536,093. Serial No. 504,843. Filed March 23, 1894.

Issued on March 26, 1895.

GRAIN WHEGHER.—Lewis C. Guttery, Lebanon, Ohio. No. 536,281. Serial No. 533,065. Filed Dec. 27, 1894.

EXPLOSIVE GAS ENGINE.—John W. Lambert, Union City, Ohio. No. 536,287. Serial No. 517,906. Filed July 18, 1894.

HORSE POWER.—Samuel Z. Schwenk, Pottstown, Pa., assignor to the Ellis Keystone Agricultural Works of Pennsylvania. No. 536,447. Serial No. 515,025. Filed June 19, 1894.

Issued on April 2, 1895.

BALING PRESS.—Plin C. Southwick, Sandwich, Ill. No. 536,765. Serial No. 493,498. Filed Dec. 12, 1893.

GRAIN DRYING APPARATUS.—William Griesser, Chicago, Ill. No. 536,785. Serial No. 528,774. Filed Nov. 14, 1894.

Issued on April 9, 1895.

APPARATUS FOR CLEANING GRAIN AND COLLECTING DUST.—Henry Simon, Manchester, England. No. 537,241. Serial No. 489,505. Filed Oct. 20, 1893. Patented in England Oct. 28, 1892, No. 19,388; July 13, 1893, No. 13,626, and Aug. 19, 1893, Nos. 15,769 and 15,770; in France Sept. 28, 1893, No. 283,108; in Belgium Sept. 29, 1893, No. 106,583; in Austria-Hungary April 25, 1894, Nos. 54,275 and 8,295, and in Switzerland May 2, 1894, No. 8,400.

GAS ENGINE.—George Van Zandt, Chicago, Ill. No. 537,253. Serial No. 501,647. Filed Feb. 27, 1894.

GAS ENGINE.—Cicero V. Walls, Arcola, Ill. No. 537,370. Serial No. 514,585. Filed June 13, 1894.

FANNING MILL.—Frank M. Woods, Lyons, Kan. No. 537,374. Serial No. 504,670. Filed March 23, 1894.

GAS OR SIMILAR MOTOR ENGINE.—Alfred R. Bellamy, Stockport, England. No. 536,997. Serial No. 525,102. Filed Oct. 6, 1894. Patented in England April 6, 1893, No. 7,064.

Issued on April 16, 1895.

GAS ENGINE.—Christian J. Weinman and Edward E. Euchenhofer, Dayton, Ohio. No. 537,512. Serial No. 514,651. Filed June 15, 1894.

HOT AIR ENGINE.—Chas. A. Anderson, Joliet, Ill. No. 537,517. Serial No. 531,868. Filed Dec. 15, 1894.

AUTOMATIC GRAIN WEIGHER.—Montraville P. Mighell, Sterling, Ill. No. 537,540. Serial No. 508,114. Filed April 19, 1894.

TIMOTHY CLEANING ATTACHMENT FOR GRAIN SEPARATORS.—Ezra G. Clymans, Waynesboro, Pa., assignor to the Geiser Manufacturing Company, same place. No. 537,602. Serial No. 536,905. Filed Feb. 1, 1895.

GRAIN MEASURING, BAGGING AND REGISTERING MACHINE.—Joseph Novotny, Oshkosh, Wis. No. 537,615. Serial No. 527,671. Filed Nov. 1, 1894.

MACHINE FOR CLEANING AND SEPARATING BALED HAY.—Geo. M. Gillett, Baltimore, Md. No. 537,764. Serial No. 531,925. Filed Dec. 15, 1894.

TRADE MARKS.

RICE, PEAS, ETC.—James A. McCaffrey & Sons, Philadelphia, Pa. No. 26,326. Filed Nov. 19, 1894. The representation of a five-pointed star having its points colored gold and its center blue. Used since Nov. 1, 1894.

RICE.—Hugo Reisinger, New York, N. Y. No. 26,412. Filed March 21, 1895. The word "Uranus." Used since Jan. 1, 1895.

SEED EXPORTS AND IMPORTS.

Seeds valued at \$286,171 were exported during March, according to the last report of the Bureau of Statistics, against an amount valued at \$320,563 in March preceding; and during the nine months ending with March seeds valued at \$2,615,299 were exported, against an amount valued at \$7,703,395 exported during the corresponding months ending with March preceding.

Clover seed aggregating 2,455,351 pounds was exported during March, against 2,245,024 pounds in March preceding; and during the nine months ending with March 21,649,194 pounds, valued at \$2,006,380, were exported, against 44,755,905 pounds, valued at \$4,479,932, exported during the corresponding months ending with March preceding. Cottonseed amounting to 803,445 pounds was exported during March, against 55,900 pounds in March preceding; and during the nine months ending with March 9,174,423 pounds, valued at \$74,131, were exported, against 5,331,476 pounds, valued at \$40,993, exported during the corresponding months ending with March preceding.

There were 3 bushels of flaxseed exported in March, against 8 bushels in March preceding; and during the nine months ending with March 1,198 bushels, valued at \$1,400, were exported, against 2,047,823 bushels, valued at \$2,426,267, exported during the corresponding months ending with March preceding.

Timothy seed aggregating 631,227 pounds was exported during March, against 1,073,635 pounds during March preceding; and during the nine months ending with March 3,746,002 pounds, valued at \$210,932, were exported, against 6,987,987 pounds, valued at \$309,422, exported during the corresponding months ending with March preceding.

Other seeds aggregating an amount valued at \$18,052 were exported during March, against an amount valued at \$57,099 in March preceding; and during the nine months ending with March other seeds valued at \$322,456 were exported, against an amount valued at \$446,781 exported during the corresponding months ending with March preceding.

Flaxseed aggregating 564,121 bushels, valued at \$504,034, was imported during March, against 44,190 bushels, valued at \$60,767, imported during March preceding; and during the nine months ending with March

2,984,720 bushels, valued at \$3,456,707, were imported, against 167,406 bushels, valued at \$192,962, imported during the corresponding months ending with March preceding. Other seeds valued at \$60,663 were imported during March, against an amount valued at \$110,652 in March preceding; and during the nine months ending with March other seeds valued at \$1,155,794 were imported, against an amount valued at \$1,132,697 imported during the nine months ending with March preceding.

REMOVAL OF TICKET OFFICE.

On May 1 the Chicago City Ticket Office of the New York, Chicago & St. Louis Railroad (Nickel Plate Road) was moved to 111 Adams street, opposite Post-office. J. Y. Calahan, general agent.

NEW DINING CAR SERVICE.

It is a pleasure to note the addition of another important feature to the already competent train service of the Nickel Plate Road. The dining car service of this popular low rate line has recently been augmented by which dinner will be served on train No. 6, leaving Chicago at 2 p. m. daily, and breakfast and dinner on train No. 2, leaving Chicago daily at 9:20 p. m., with direct connections for New York and Boston. Breakfast and dinner will be served on train No. 5, arriving in Chicago at 9:35 p. m. from New York and Boston. For full information regarding routes, rates, maps, folders, etc., address your nearest ticket agent or J. Y. Calahan, general agent, Chicago, Ill.

LOCATIONS FOR FACTORIES.

The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the company's lines.

The Chicago, Milwaukee & St. Paul Railway Company owns and operates 6,150 miles (9,900 kilometers) of railway, exclusive of second track, connecting track or sidings. The eight states traversed by the lines of the company, Illinois, Wisconsin, Northern Michigan, Iowa, Missouri, Minnesota, South Dakota and North Dakota, possess, in addition to the advantages of raw material and proximity to markets, that which is the prime factor in the industrial success of a territory—a people who form one live and thriving community of business men, in whose midst it is safe and profitable to settle. Many towns on the line are prepared to treat very favorably with manufacturers who would locate in their vicinity.

Mines of coal, iron, copper, lead and zinc, forests of soft and hard wood, quarries, clays of all kinds, tan-bark, flax and other raw materials exist in its territory in addition to the vast agricultural resources.

A number of new factories have been induced to locate—largely through the instrumentality of this company—at towns on its lines. The central position of the states traversed by the Chicago, Milwaukee & St. Paul Railway makes it possible to command all the markets of the United States. The trend of manufacturing is westward. Nothing should be permitted to delay enterprising manufacturers from investigating. Confidential inquiries are treated as such. The information furnished a particular industry is reliable. Address

LUIS JACKSON,
Industrial Commissioner, C. M. & St. P. R'y,
425 Old Colony Building, Chicago, Ill.

A new dining car service between Chicago and Buffalo via the Nickel Plate Road has recently been placed at the disposal of the traveling public, which will enable patrons of this favorite low rate line to obtain all meals on trains when traveling on through trains between Chicago, New York and Boston. For reservations of sleeping car space and further information see your local ticket agent or address J. Y. Calahan, general agent, Chicago, Ill.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

PRACTICAL GRAIN MAN WANTED.

Wanted—A practical grain man with \$5,000, to take an interest in an established grain hospital. Best location on earth. Address

ZENITH ELEVATOR COMPANY, Duluth, Minn.

SITUATION WANTED.

Situation wanted in a grain elevator, city or country, by a capable, all-round man. Ten years' experience in the handling and grading of grain. Best of references. Correspondence solicited. Address

B., care AMERICAN ELEVATOR AND GRAIN TRADE Chicago, Ill.

RUDY'S PILE SUPPOSITORY

Is guaranteed to cure Piles and Constipation, or money refunded. 50 cents per box. Send two stamps for circular and free sample to MARTIN RUDY, Registered Pharmacist, Lancaster, Pa. No POSTALS ANSWERED. For sale by all first-class druggists everywhere. Peter Van Schaack & Sons, Robert Stevenson & Co., Morrison, Plummer & Co., and Lord, Owen & Co., wholesale agents, Chicago, Ill.

DAVIS' GRAIN TABLES.

The value of wheat or any grain at 60 pounds to the bushel, for any amount less than 100 bushels is shown without addition or multiplication, and for any amount over 100 and under 1,000 bushels, with but a single addition; at any price from 25 cents to \$1.25 per bushel. The value of bushels and pounds of other grain also is shown at 56, 48 and 32 pounds to the bushel at any price from 15 cents to \$1.50 per bushel. Price, postpaid, \$1.25. Address

E. D. DAVIS, 610 Nicollet Ave., Minneapolis, Minn.

WANTED AND FOR SALE.

I want to buy or lease a good elevator, supported by a good grain trade, in good town in Indiana or Illinois. Business must be from 300 to 500 cars. Competition, reasonable. I am a thorough and experienced grain dealer. Would go in partnership with some person or firm having large and paying business; long experience has made me thoroughly competent to fill any position. I have for sale one Willford & Northway 3 High Roller Feed and Meal Mill, one Scientific Feed Mill and elevator for same, shafting and pulleys. Magnificent bargain for someone. Write me; I am a hustler. Address

GRAIN DEALER, care AMERICAN ELEVATOR AND GRAIN TRADE, Chicago, Ill.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

GRAIN AND COAL BUSINESS.

Grain and coal business in Central Ohio for sale. Good grain point. Address

M. T., care AMERICAN ELEVATOR AND GRAIN TRADE, Chicago, Ill.

NEW ELEVATOR ON EASY TERMS.

For sale, on long time payments or lease for a term of years, my elevator; built last June, in good locality; no competition. On easy terms. Address

C. E. M., care AMERICAN ELEVATOR AND GRAIN TRADE, Chicago, Ill.

OAT CLIPPER CHEAP.

For sale cheap, one Excelsior Oat Clipper, Separator and Grader No. 8, manufactured by the E. H. Pease Manufacturing Company. Good as new; only used 30 days; have not power to run it. Correspondence solicited. Address

HARTLEY BROS., Remington, Ind.

ILLINOIS STEAM ELEVATOR.

Steam power grain elevator in excellent condition for sale at a bargain. Situated on the I. C. R. R., in a splendid grain center. Capacity of elevator 20,000 bushels; crib room outside for 40,000 bushels of grain. Good coal and feed trade in connection. Will sell for one-half cash, balance on time to suit purchaser. Address

GRAIN DEALER, Lock Box 95, Macon, Macon Co., Ill.

PLANT FOR MAKING ELEVATOR AND MILL MACHINERY.

For sale or trade, complete plant, foundry, machine shop, tools and stock. Established 10 years and paid good dividends. In one of the best agricultural states of the West, making a specialty of grain elevator and mill machinery, and in close proximity to mining districts. Good railroad facilities. Address

W. 2, care AMERICAN ELEVATOR AND GRAIN TRADE, Chicago, Ill.

THREE IOWA ELEVATORS FOR SALE.

Three elevators situated in Northwestern Iowa, on the line of the Chicago & Northwestern Railroad, for sale. They are nearly new, having been built two years ago. From 40,000 to 75,000 bushels' capacity. Well built, with good stone foundation under each. Power, gasoline engines. Will sell one or all, part cash, balance time. Good security. Address

L. J., care AMERICAN ELEVATOR AND GRAIN TRADE, Chicago, Ill.

WISCONSIN ELEVATOR.

A 20,000-bushel elevator built in 1892 for sale. Steel roof; fitted with three stands of grain elevators, one feed elevator to elevate feed from cars, three sets of scales, dump, hopper and platform, two Eureka Cleaners, 13 horse power gasoline engine. Feed elevator and coal sheds in connection. All in perfect condition and now in operation. Best grain station in Southern Wisconsin. Business established in 1881. No trade; must sell on account of ill health. A bargain for the right party. Address

V., care AMERICAN ELEVATOR AND GRAIN TRADE, Chicago, Ill.

FOR SALE.**THREE GRAIN ELEVATORS**

In Western Iowa on C. & N. W. R. R.

MARTIN D. STEVERS & CO.

COMMISSION MERCHANTS,

218 La Salle St., - CHICAGO.

ORDER YOUR COAL FROM

CHICAGO OFFICE, 355 Dearborn Street

**To POULTRY RAISERS.**

The Complete Poultry Manual is a neat little work which is well worth reading by those interested in poultry, or by boys or girls who want to turn an honest penny. The price is only 25 cents. Sent postpaid on receipt of price. Address

MITCHELL BROS. CO.,

184 Dearborn Street, Chicago, Ill.

ANNOUNCEMENT.

Millers and Grain Dealers will be gratified to learn that the Pratt & Whitney Co. of Hartford, Conn., are about to put their new Interlocking Automatic Weighing Machine on the market. It is a grand success, absolutely positive in its action. It will be equipped with their new Register, whose absolute accuracy of counting is beyond a doubt.

DETROIT COMMISSION CARDS.

Cable Address, "CAUGHEY."

Long Distance Tel. 2793.

F. T. Caughey & Co.,

GRAIN AND SEED MERCHANTS AND COMMISSION.

CLOVER SEED A SPECIALTY.

OFFICES,
521 and 522 Chamber of Commerce,
Warehouse, Foot of First St.,

DETROIT, MICH.

ESTABLISHED 1879.

J. F. ZAHM, Toledo, Ohio.
FRED MAYER, Detroit, Mich.

J. F. Zahm & Co.,

GRAIN AND SEEDS,

724, 725 and 726
Chamber of Commerce,

DETROIT, MICH.

G. H. Ward & Co.,

COMMISSION
MERCHANTS

GRAIN AND MILL FEED.

924-925 Chamber of Commerce,

DETROIT, MICH.

COMMISSION CARDS.**D. G. Stewart,**

GRAIN AND COMMISSION.

Proprietor IRON CITY GRAIN ELEVATORS.

Capacity, 300,000 Bushels.

LIBERAL ADVANCES ON ALL CONSIGNMENTS.
CORRESPONDENCE SOLICITED.

OFFICE, 1019 Liberty Street, - PITTSBURGH, PA.

ESTABLISHED 1871.

LEMAN BARTLETT.

O. Z. BARTLETT.

L. Bartlett & Son,

GRAIN AND PRODUCE
COMMISSION MERCHANTS.

BARLEY A SPECIALTY.

Room 23 Chamber of Commerce Bldg.
Milwaukee, Wis.

Careful attention given to orders from Brewers, Malsters and Millers.

COMMISSION CARDS.

J. J. BLACKMAN.

G. W. GARDINER.

J. J. Blackman & Co.,

COMMISSION MERCHANTS,

WHEAT, CORN, OATS, BRAN, MIDDINGS, SCREENINGS, HAY,
SEEDS, BEANS, PEAS AND CORN GOODS.

95 Broad Street, Rooms 604 and 605, - NEW YORK.

Mohr-Holstein Commission Co.,GRAIN AND PRODUCE
COMMISSION MERCHANTS,BARLEY, WHEAT AND SEEDS
SPECIALTIES.

Room 29, Chamber of Commerce.

Milwaukee, Wis

Branch Houses: Chicago and Minneapolis.

Killpatrick, Lucas & Co.

GRAIN AND HAY.

REFERENCES: Advances on Bill of Lading.
Girard National Bank, Phila. Market reports furnished free.
John Lucas & Co., Chicago. Correspondence solicited.

Philadelphia, Pa.

COLLINS & Co.,

STRICTLY COMMISSION

Grain, Hay and Mill Feed.

CINCINNATI, OHIO.**PV F. H. PEAVEY & CO.,**

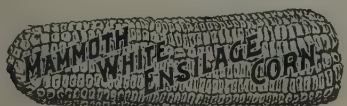
GRAIN RECEIVERS.

Minneapolis,

Minn.

Consignments Solicited.

MILLING WHEAT A SPECIALTY.

Raised under our supervision, very choice. Write for testimonials
from Canadian dealers, prices and samples.**E. R. ULRICH & SON.**Also Choice Milling White or Yellow Corn, White Oats, Red Winter
Wheat. Elevators along Wabash Ry., J. S. E. Ry., C. & A. Ry., St.
L., C. & St. P. Ry., Central Illinois.
Office, Sixth Floor, Illinois National Bank, SPRINGFIELD, ILL.
We use Robinson's or Jennings' Cipher.**COMMISSION CARDS.**

W. F. JOHNSON.

F. J. SCHUYLER.

W. F. JOHNSON & CO.,

Grain, Seed and Provision

COMMISSION MERCHANTS

Room 59 Board of Trade, CHICAGO.

Rooms 406-408 Corn Exchange, MINNEAPOLIS.
Room 317 Chamber of Commerce, ST. LOUIS.
Room 23 Chamber of Commerce, MILWAUKEE

Address all Correspondence to and make all Drafts on Chicago.

H. B. SHANKS.

Established 1873.

S. H. PHILLIPS.

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COMMISSION MERCHANTS,

HAY, CORN, OATS, BRAN, CHOPS, FLOUR AND CORN MEAL.

306 Front St., Memphis, Tenn.

Refer to Union and Planters' Bank. Cash advances on B. of L.

E. L. ROGERS & CO.,ESTABLISHED
1863.

COMMISSION

MERCHANTS,

GRAIN, Flour, Seed, Hay and Straw.

135 S. Second St., (Chamber of Commerce) PHILADELPHIA, PA.

Liberal advances made on consignments. Market reports furnished
gratuitously on application. Correspondence solicited.References: { Corn Exchange National Bank.
Manufacturers National Bank.
Merchants National Bank.**GEO. N. REINHARDT & CO.,**

Melrose Station, New York City.



We sell on Commission and buy direct,

HAY, GRAIN AND FEED.Storage capacity, 8,000 bales, 30,000 bushels.
Let us know what you have to offer.**COMMISSION CARDS.**

W. T. Carrington.

ESTABLISHED 1854.

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W. T. CARRINGTON & CO.,

SUCCESSORS TO THE BUSINESS OF

CARRINGTON & CASEY and CARRINGTON & CO.,

GRAIN AND SEEDS,

Milling Wheat a Specialty.
Write us for offers.

Toledo, Ohio.

J. N. WOOLISCROFT & CO.,

Receivers and Shippers of

GRAIN and HAY,

ROOMS 10 and 11 GAZETTE BLDG., Cincinnati, Ohio.

Muhle & Herz,

HAMBURG, GERMANY.

AGENTS

Corn, Grain, Flour,

Provisions, Mill Feed.

Correspondence Solicited from Exporters and Shippers.

E. P. MUELLER,

Shipper of Wet Feed,

From Chicago, Milwaukee and La Crosse,

860 Calumet Bldg., 189 La Salle St., CHICAGO.

Will pay the highest prices for Wet and Dried Brewers'
Grains, Dried Distillers' Slops and Starch Feed,
Hominy Feed and Barley Sprouts under yearly contracts.
Write for estimates F. O. B. cars your city.**H. B. CRAMER,**

Grain Broker and Millers' Agent,

621 Pennsylvania Ave., Washington, D. C.

GRAIN, HAY, STRAW, FLOUR AND MILL FEED

Send Samples and Prices.

Robert McKnight & Sons,

COMMISSION MERCHANTS

AND DEALERS IN

GRAIN, FEED AND HAY,

2106 and 2108 Market Street, - PHILADELPHIA

REFERENCES: { Merchants' and Third National Banks,
PHILADELPHIA.**BUSINESS LAW**

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AND FOR EVERYDAY USE.

Every Person in Any Business, Preparing for

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IT WILL SAVE MONEY AND HELP TO SUCCESS.

T COVERS THE WHOLE FIELD: Bargains and

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Terms: \$1.00 a year; single copies 10 cents; or, on trial.

6 MONTHS FOR 25 CTS.

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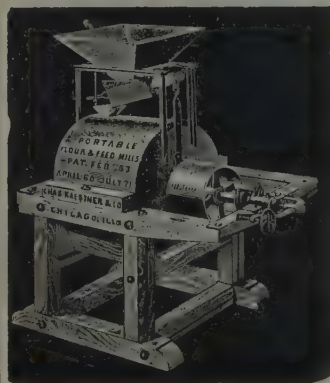
1021 Opera House Building, CHICAGO, ILL.

At 1/4 PriceGold and Silver Watches, Bicycles,
Tricycles, Guns and Pistols, Carats,
Buggies, Wagons, Carriages, Suits,
Sleighs, Harness, Lark Toys, Slides,
Sewing Machines, Accordions, Organs, Pianos, Cider Mills,
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Lawn Mowers, Coffee Mills, Lathes, Sanders, Dump Carts,
Corn Shellers, Hand Carts, Forges, Saws, Wire Fences,
Fanning Mills, Windmills, Engines, Saws, Steel Sinks,
Grain Pumps, Crow Bars, Bolters, Tools, Bit Braces,
Hay, Stock, Elevator, Rail Road, Platform and Counter SCALES.
Send for free catalogue and see how to save money.

151 So. Jefferson St., CHICAGO SCALE CO., Chicago, Ill.

THE ALBERT DICKINSON CO.Timothy, Clovers, Flax, Hungarian, Millets, Red Top, Blue Grass,
Lawn Grass, Orchard Grass, Bird Seeds, Ensilage Corn,
Pop Corn, Buckwheat, Field Peas, etc.

OFFICES, COR. CLARK & SIXTEENTH STS. CHICAGO, ILL.

SEEDS**DO YOU NEED****The Best Feed Grinder on Earth,**AT PRICES THAT
DEFY COMPETITION?

If so, write to

Chas. Kaestner & Co.ENGINES, BOILERS,
PUMPS,
POWER MACHINERY,

CHICAGO, - ILL.

The Incline Elevator and Dump.

Patented April 3, 1894.

It is **THE NEW WAY** of elevating ear corn, shelled grain or minerals into car or storage bin.

Its cost is so small that it is practical for farm use.

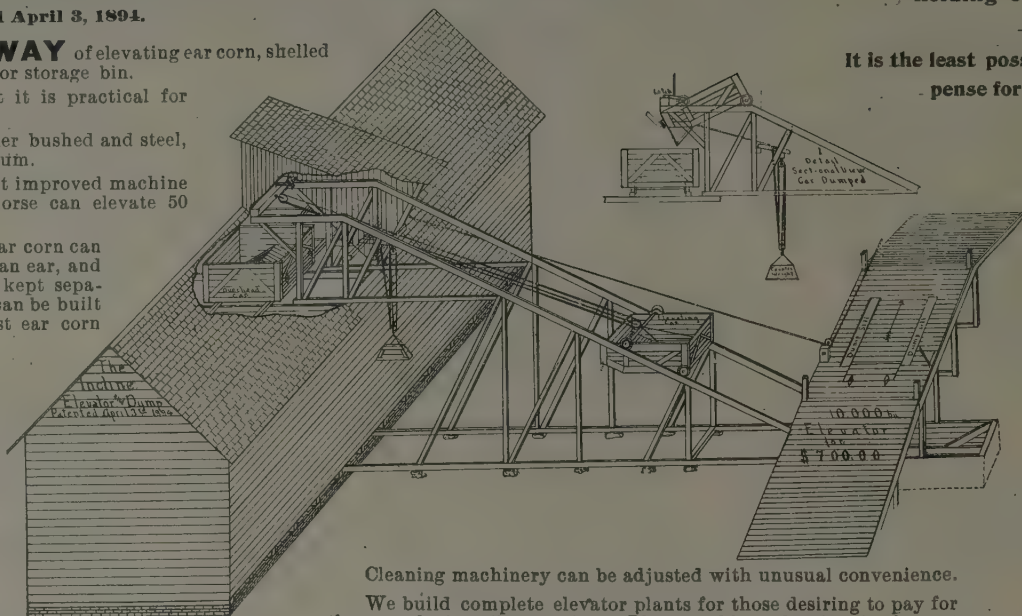
Its pulley blocks are roller bushed and steel, reducing friction to a minimum.

The leverage of our latest improved machine is such that a good 1000-lb. horse can elevate 50 bushels of shelled corn.

With it, 100,000 bushels ear corn can be cribbed without scooping an ear, and the different grades may be kept separate; and the storage, which can be built at a reduced cost, is the best ear corn storage, besides having a combination feature.

It will elevate more grain than 8 average threshers will thresh or shellers shell, and the power for doing it costs nothing, because the team that brings the load elevates it, although the dealer can furnish the power with engine or otherwise if he desires.

With our overhead car system of conveying, storage can be constructed at as small a cost as with a drag belt and yet every other load elevated may be a different grade or kind of grain and may be placed in separate bins without mixing or lessening the speed of elevating.



Cleaning machinery can be adjusted with unusual convenience.

We build complete elevator plants for those desiring to pay for them on the installment plan. The monthly reduction in the cost of power as compared with a steam plant is sufficient to pay for one of our plants in six years.

Manufactured by **H. KURTZ & SON, Mansfield, Ill.**

\$2,000 will complete a 64,000-bushel Elevator, having 21 shipping bins holding 800 bushels each.

It is the least possible investment and expense for the best results.

A NEW plan of chute leading from shipping bin to railroad car, is used, through which either ear corn or shelled grain will pass equally well. The overhead car having a capacity of 100 bushels can be completely filled without moving.

A safety ratchet holds every inch elevated and prevents a crash should a break occur; and the teamster can unfasten rope without getting out of his wagon.

Our new Ventilated and Combination Grain Bin was patented Jan. 15, 1895.

BARNARD & LEAS MANUFACTURING CO., MOLINE, ILLINOIS.

Sole Manufacturers of Barnard's Grain Cleaning Machinery.

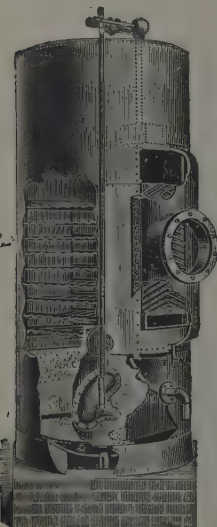
See these machines at work before purchasing.

The Barnard Grain Cleaning Machinery is built in a greater number of sizes, in a greater number of styles, and for a greater variety of uses in the mill and elevator than any other.

105 Barnard Cleaners were sold during the month of June for mills to be built and remodeled by us, for Elevators and Warehouses and incidental sales.

SEND FOR SPECIAL CATALOGUE OF ELEVATOR MACHINERY.

STILWELL'S PATENT IMPROVED.



Lime Extracting Heater.
Uses Exhaust Steam.
Separates the Oil from the
Sludge and Water.
It Regulates the Feed.
The Pipes Never Pound.
Prevents Scale in Steam Boilers.
Removes all Impurities from the Water Before it Enters the Boiler.

THOROUGHLY TESTED.

Over 4,500

OF THEM IN DAILY USE.

Illustrated Catalogue Free.

The Stilwell-Bierce & Smith-Vaile Co.
DAYTON, OHIO.

Change Desks!

—isn't it almost time?



We've desks that you'll be proud of—that ornament the most elaborate office—best material and splendid finish. We'll return the money if you want to send the desk back. You won't want to.

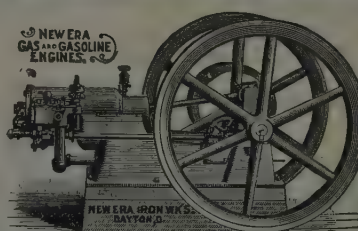
Roll Top Office Desk, solid oak, highly polished, two extension slides, patent lock and perfect flexible slide, roll top, antique finished, castered, high curtain, 4 ft., \$17.50; 4 ft. 6 in., \$18.50; 5 ft., \$20.50. Low curtain, 4 ft., \$14.75; 4 ft. 6 in., \$17.00; 5 ft., \$18.75.

Flat Top Desk, solid oak, highly polished, two extension slides, antique finish, castered, 4 ft., \$9.50; 4 ft. 6 in., \$10.00; 5 ft., \$10.50. Send for descriptive circular.

Montgomery Ward & Co.,
111-118 Michigan Ave., Chicago.

TERMS. Cash with order, or will ship to our own address and draw through your bank with draft attached to Bill of Lading.

GAS ENGINES



PERFECT POWER } Costing from 1/4 to 1 cent per H. P. actually used per hour.

For full particulars, address:
NEW ERA IRON WORKS,
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American Elevator and Grain Trade.

—PUBLISHED BY—

MITCHELL BROS. CO., CHICAGO.

\$1.00 PER ANNUM.

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Roller Chains, Steel Drag, Steel Cable and Special Chains FOR

ELEVATING AND CONVEYING MACHINERY
FOR HANDLING MATERIAL OF ALL KINDS

POWER TRANSMISSION MACHINERY.

BEARING, PULLEYS, FLANGERS, GLETTES, BUCKETS, BOLTS, ROPE.

WIRE CABLE CONVEYORS.

For long and short distance conveying.

THE JEFFREY MFG. CO. 163 Washington St. NEW YORK.
Columbus, Ohio. Send for Catalogue.

THE SMITH PNEUMATIC TRANSFER AND STEEL STORAGE SYSTEM.

Now in Successful Operation at Toledo, Ohio.

This is an entirely new and complete system for handling, treating and storing grain, seeds, millstuff, coal, sand, gravel, salt and other subdivided substances which can be handled in bulk, and the protection and preservation of cereals, seeds, vegetables, fruits, ensilage and fodder crops, cotton, wool and other fibers, tobacco, provisions and all perishable substances and valuable commodities in absolute safety from fire, water, air, storms, floods, microbes, insects, vermin, animals, thieves, evaporation, fermentation, oxidation or other causes of damage or destruction.

This system has nothing in common with other methods, but is entirely different and distinct, in construction, arrangement and operation, materials used, principles involved, and results obtained, from all others heretofore in use.

It is fully protected by 20 patents already issued, and others pending, in the United States and principal foreign countries.

It was on exhibition at the World's Columbian Exposition of 1893, and was awarded four highest medals and diplomas and received in addition thereto the highest indorsement of the principal officers of the Exposition as well as of the highest authorities in all industries to which it is applicable.

The title to all patents and other rights belonging to this system is vested in The Smith Pneumatic Transfer & Storage Co., and any infringement thereon will receive prompt attention.

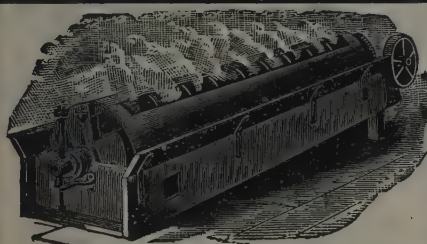
The policy of the Company in regard to the introduction of its system is to make such liberal and easy terms with all who desire to use it that there will be no cause for complaint.

Full particulars furnished on application in person or by letter to

The Smith Pneumatic Transfer & Storage Co.

1327 MANHATTAN BUILDING,

315 DEARBORN ST., CHICAGO.



STEAM DRYER

For Cornmeal, Hominy, Buckwheat, Rice, and all kinds of Cereal Products; also Sand, Coal dust, etc.

Drying Cylinder made entirely of Iron. The machine has few parts and is not liable to get out of order. Automatic in its operation, requiring no attention. Double the capacity of any other Dryer sold for same price.

USED AND RECOMMENDED BY LARGEST AND BEST MILLS.



Automatic Adjustment Mill.

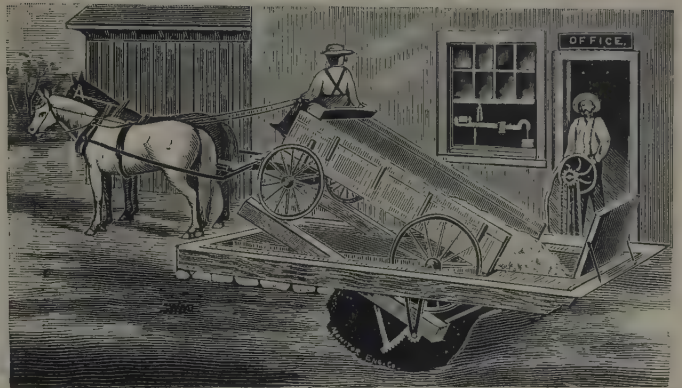
The adjustment is positive and automatic, utilizing every part of the grinding surfaces. Can be started or stopped at pleasure, without stopping the power. Is dressed without taking the shaft out of its boxes, or the belt off the pulley.

Comprises all Recent Improvements for Producing Goods at Lowest Cost.

SEND FOR CIRCULAR.

THE CUTLER CO., North Wilbraham, Mass.

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PATENT WAGON DUMP

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PURCELL, I. T., June 26, 1894.

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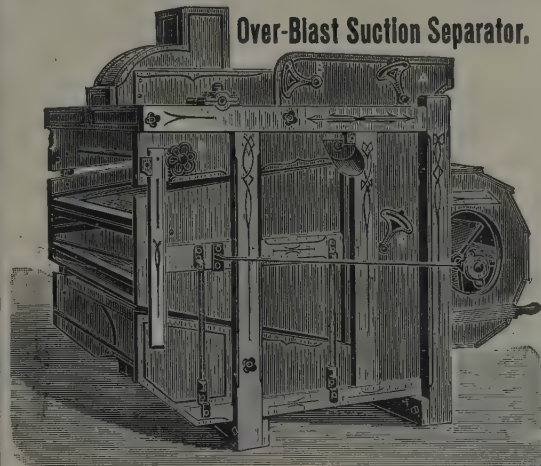
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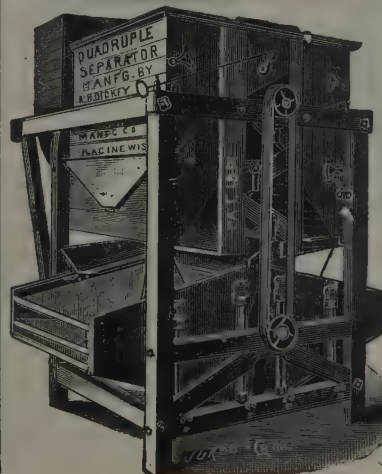
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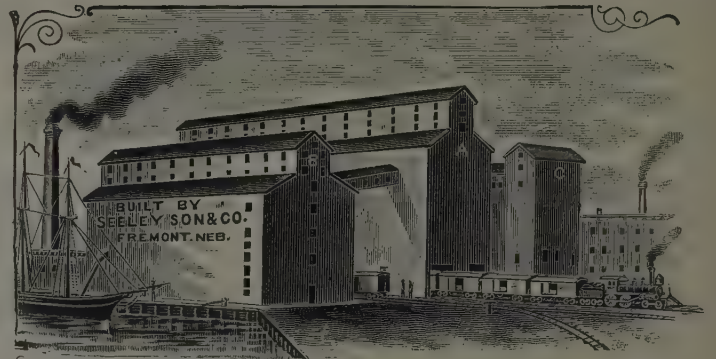
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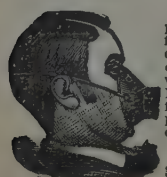
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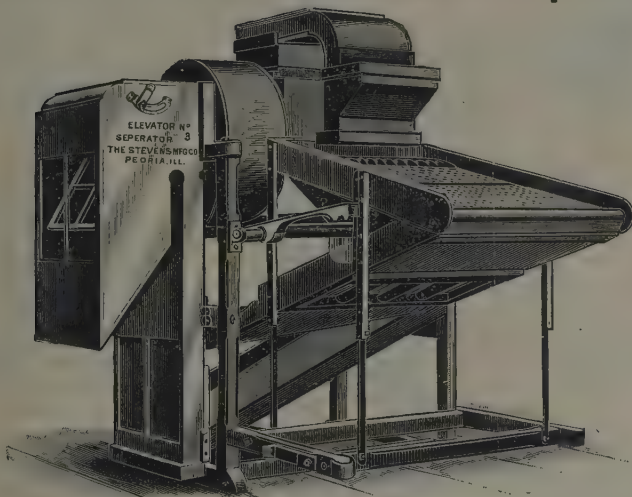


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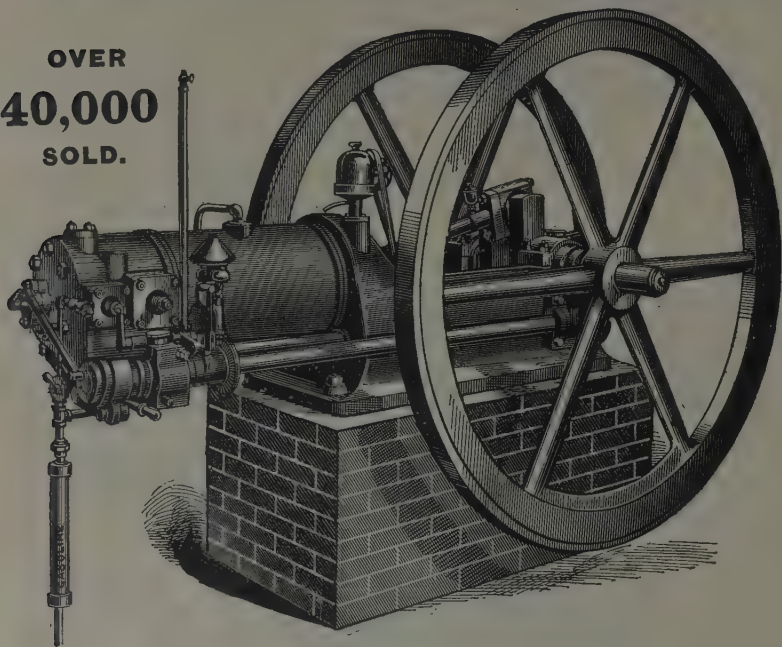
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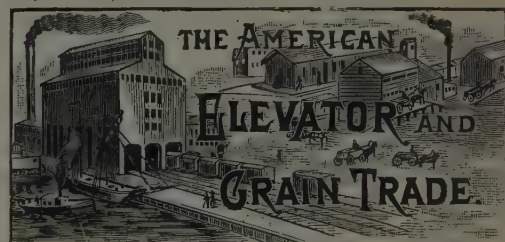
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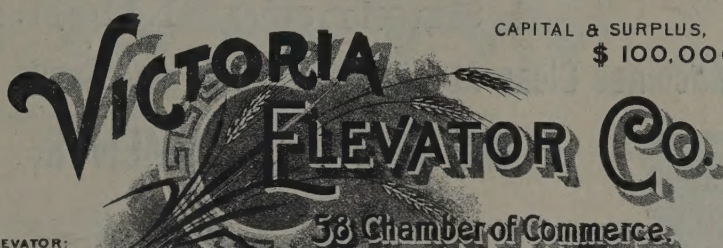
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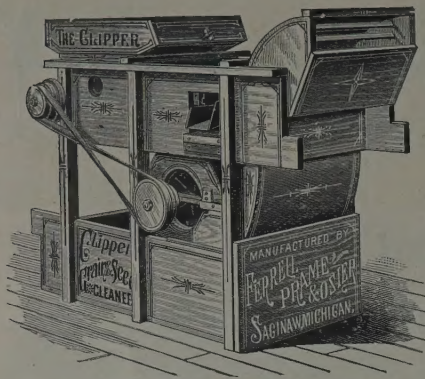
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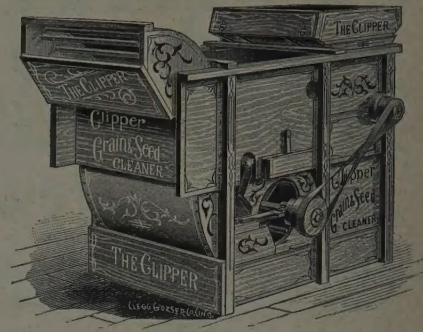
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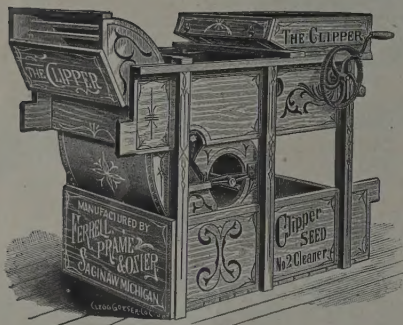
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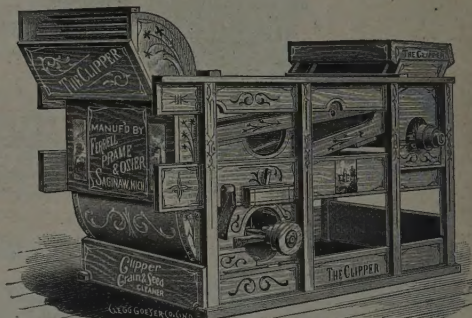
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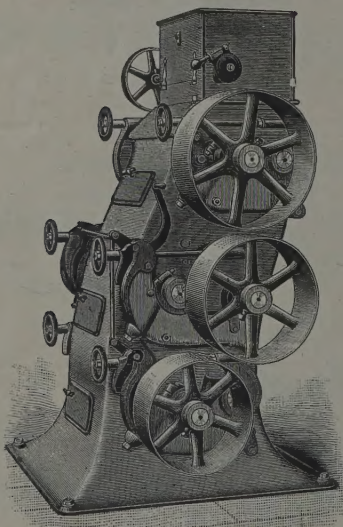
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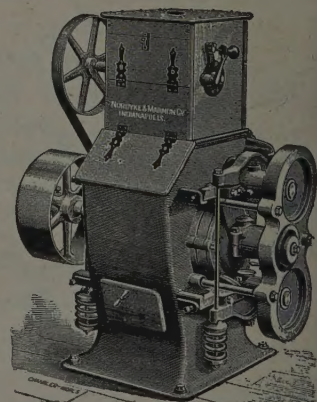
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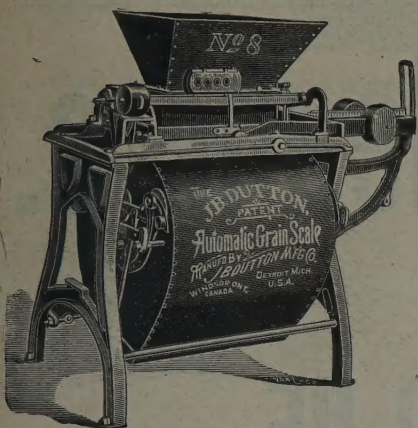
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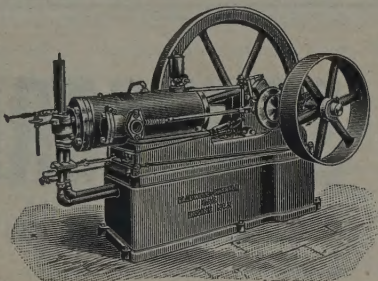
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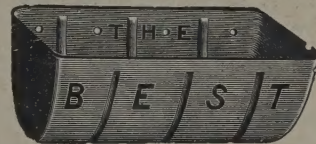
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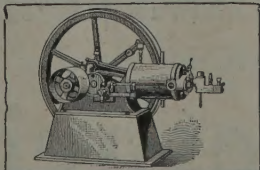


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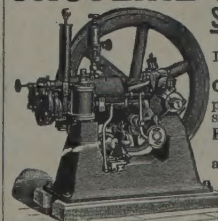
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